



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 300 – 324

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

A work in progress. Corrections and comments welcome –

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

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

Summary of routes 300 – 324

300	City-Erskineville
300	Liverpool-Blacktown
300	City-Sydney Airport, etc
300	Kings Cross-City
301	Kogarah-Mascot
301	City-Potts Point
301	City-Kensington
301	Rosebery-Eastgardens
301	City-Eastgardens, etc
302	City-Sans Souci, etc
302	City-Eastgardens, etc
303	City-Sans Souci, etc
304	Central-Elizabeth Bay
304	City-West Kensington
304	City-Kensington
304	City-Coogee
304	City-Randwick
304	City-Rosebery
305	Central-Randwick
305	Central-West Kensington
305	City-Mascot, etc
306	City-Dover Heights
306	City-St Peters
306	Central-West Kensington
307	Central-Alexandria
307	City-East Botany-Kingsford
307	Mascot-Port Botany
308	Darlinghurst-Mascot

308	Sydenham-Sydney Airport
308	North Bondi-Rushcutters Bay
308	City-Marrickville Metro
309	Bondi Junction-Coogee
309	City-Port Botany, etc
309X	Central-Port Botany
L09	Redfern-Port Botany
X09	City-Port Botany
310	Central-Clovelly
310	Central-Randwick Depot
310	City-Botany-Kingsford
310X	City-Banksmeadow
X10	City-Botany-Eastgardens
311	City-Elizabeth Bay
311	City-Elizabeth Bay-Central
312	City-Blind Institute
312	City-Woolloomooloo-Central
312	City-Garden Island, etc
313	City-Waverley
313	City-Bellevue Hill
313	Bondi Junction-Coogee
X13	Bondi Junction-Coogee
314	City-North Bondi
314	City-Bondi
314	Bondi Junction-Coogee
315	City-North Bondi
315	City-Bondi Junction
315	Bondi Junction-Coogee

316	Rockdale-Dolls Point
316	City-Elizabeth Bay
316	Central-Elizabeth Bay
316	Bondi Junction-Eastgardens
317	City-Rosebery
317	City-Potts Point
317	Pagewood-Sth Maroubra, etc
318	Rockdale-Brighton-le-Sands
318	Rockdale-Ramsgate
319	City-West Kensington
319	City Rd Jn-Robertson Rd, etc
320	Bondi-Vaucluse
320	Parramatta-Bankstown
320	Mascot-Gore Hill
321	City-Paddington
321	City-Watsons Bay
321	City-Vaucluse
321	Bondi Junction-Rose Bay
322	Bondi Beach-Vaucluse, etc
323	City-Clovelly
323	City-Watsons Bay
323	City-Dover Heights, etc
324	Bondi-Vaucluse
324	City-Watsons Bay
324X	Vaucluse-City
L24	Watsons Bay-City
X24	City-Watsons Bay

Route 300

CITY (various termini) – ERSKINEVILLE■

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

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

Timeline

7 January 1940: New full-time route, City (Martin Pl) – Erskineville, commenced by Department of Road Transport & Tramways, replacing Circular Quay – Erskineville tram service.

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

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

(?): City terminus altered to Martin Pl.

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

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

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

26 November 1951: City terminus altered to:

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

23 November 1952: City terminus altered to Central Railway.

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

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

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

By 2 February 1959:

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

8 April 1980: Ceased without replacement.

Streets

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

By 29 December 1946

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

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

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

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

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

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

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

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

By 2 February 1959

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

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

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

Alterations

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

Timetable Summary

29 December 1946

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

* More frequent in peak hours.

† Extended to Circular Quay on Sundays & Holidays.

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

C – To City (Circular Quay).

E – To Erskineville.

M – To City (Martin Pl).

ME – City (Martin Pl)-Erskineville.

9 December 1957

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

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

January 1966

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

* More frequent in peak hours.

† Selected peak hour trips extended to Millers Point.

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

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

E – To Erskineville.

M – To Millers Point.

January 1979

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

* More frequent in peak hours.

† Selected peak hour trips extended to Millers Point.

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

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

E – To Erskineville.

M – To Millers Point.

Route 300

LIVERPOOL – BLACKTOWN (“RED ARROW”)

Timeline

8 December 1980: Commenced jointly by Bosnjaks Bus Service and Western Road Bus Services (Trevor Thornley), as part of the Government’s Western Region Transport Improvement Programme. Originally ran limited stops, but later all stops.

30 August 1981: Bosnjaks Bus Service assumed complete control.

15 June 1982: Renumbered 830.

Streets

From 8 December 1980 (Source: timetable)

From Liverpool (station) via Bigge St, Railway St, George St, Moore St, Macquarie St [now Mall], Elizabeth St, Copeland St, Orange Grove Rd, Cabramatta Rd, Railway Pde (**Cabramatta, Fairfield**), Court Rd, The Horsley Dr, Smithfield Rd, Warren Rd, Betts Rd, Merrylands Rd, Greystanes Rd (**Greystanes**), Great Western Hwy, Blacktown Rd, Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

From Blacktown (Main St at station) via Flushcombe Rd, then reverse route to Railway Pde (**Cabramatta**), then John St, Hill St, Cabramatta Rd, then reverse route to Liverpool station.

Timetable Summary

8 December 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Blacktown	50	M-F	Liverpool	6.45am	Blacktown	5.05pm	60	A
		Sat		8.30am		11.00am	60	B
		Sun						

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

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

Route 300

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

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

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

Timeline

1 October 1982:

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

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

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

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

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

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

Streets

City (Circular Quay) – Sydney Airport

From 1 October 1982

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

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

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

From 28 October 1990

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

Airport area alteration

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

City area alterations

- *From 5 December 1993:* Ex Sydney Airport from George St via Bridge St, Phillip St to Circular Quay. Return via Alfred St, George St, Argyle St, Harrington St, Essex St, George St.
- *By May 1996:* Ex City (Circular Quay) from Essex St via George St, Campbell St, Pitt St, ramp to Central Railway (country platforms), then return via ramp, Pitt St, Eddy Av.
- *By September 1996:* Ex City (Circular Quay) from Essex St via George St, Goulburn St, Pitt St. Unaltered on return.
- *By March 1997:* Ex City (Circular Quay) from Goulburn St via Pitt St, Eddy Av. Unaltered on return.
- *By 1 April 1998:* Ex City (Circular Quay) from Essex St via George St, Rawson Pl, Eddy Av. Unaltered on return.
- *By 9 January 2000:* To approach City (Circular Quay) from Bridge St via Loftus St, Alfred St.
- *By July 2000:* Ex City (Circular Quay) from Harrington St via Grosvenor St, George St.

Kings Cross – City (Circular Quay) – Sydney Airport

From 4 March 2002

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

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

Timetable Summary

1 October 1982

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

28 October 1990

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

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

Average day frequencies along common route:

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

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

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

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

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

4 March 2002

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

AK – From Sydney Airport to Kings Cross.

KA – From Kings Cross to Sydney Airport.

Route 300

KINGS CROSS – CITY (Railway Square) ■

Timeline

31 December 2013: Express midnight-to-dawn weekend service commenced by State Transit Authority. Runs *from* Kings Cross to Railway Square only. Part of Contract Region 9.

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Replaced by additional all-night trips on 324.

Streets

From 31 December 2013

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

By 4 October 2015

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

Timetable Summary

5 October 2015

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

Route 301

KOGARAH – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■

Timeline

9 March 1942: Peak hour service commenced by Department of Road Transport & Tramways.

12 October 1945: Ceased.

Route 301

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

Timeline

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

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

8 February 1959:

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

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

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

28 January 1964:

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

Streets

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

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

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

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

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

From 9 December 1957

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

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

Timetable Summary

Undated (between 1948 & 1955)

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

* More frequent in peak hours.

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

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

9 December 1957

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

* More frequent in peak hours.

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

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

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

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

E – To City (Erskine St Wharf).

P – To Potts Point (Wylde St).

T – To City (Town Hall).

Route 301

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

Timeline

13 March 1967:

- Most 304 trips City (Circular Quay) – West Kensington extended to Virginia St, Kensington & renumbered.
- Operated by Department of Government Transport.

26 March 1984:

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

9 February 1987: Renumbered part of 302.

Streets

From 13 March 1967

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

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

Timetable Summary

See 302

Route 301

ROSEBERY – EASTGARDENS■

Timeline

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

By March 1988: Days of service extended to Saturdays.

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

Streets

From 20 October 1987

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

Timetable Summary

20 October 1987

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

March 1988

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

A – Extra trips Thursday night.

Route 301

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

REDFERN – ZETLAND – MASCOT – EASTGARDENS■

Timeline

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

- 301 in previous entry altered & extended as City (Circular Quay) – Rosebery – Mascot – Eastgardens in a rearrangement of 301-304.
- Service ran daytime Mondays to Saturdays (also Sundays by 19 November 1995).
- Operated by State Transit Authority.

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

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

1 January 2005: Became part of Contract Region 9.

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

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

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Replaced by 304, 306, 350 & 392.

Streets

City (Circular Quay) – Mascot – Eastgardens

From 5 August 1990

From City (Circular Quay) via Pitt St, Hunter St, Castlereagh St, Goulburn St, Commonwealth St, Hunt St, Campbell St, Riley St (**Surry Hills**), Albion St, Bourke St, Crescent St, Dowling St, Todman Av, Anzac Pde (**Kensington**), Day Av, Eastern Av, Gardeners Rd (**Kingsford**), Racecourse Pl, Evans Av, Maloney St, George St,

Lismore St, Florence Av (**Eastlakes**), King St, Botany Rd (**Mascot**), Wentworth Av, Page St, Heffron Rd, Bunnerong Rd to bus terminal (Eastgardens).

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

Alterations

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

By March 2000

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

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

From 23 June 2002

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

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

Alterations

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

Redfern – Mascot – Eastgardens

From 2 December 2018

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

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

Timetable Summary

5 August 1990

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

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

19 November 1995

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

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

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

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

23 June 2002

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

* More frequent in peak hours.

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

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

C – To City (Circular Quay).

E – To Eastgardens.

M – To Mascot.

2 December 2018

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

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

E – To Eastgardens.

M – To Mascot.

R – To Redfern.

Route 302

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

CITY (Circular Quay) – KENSINGTON – MASCOT AIRPORT ■

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

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

1 March 1942:

- Alternate trips on 503 City (Eddy Av, Central Railway) – Dolls Point rerouted via Florence Av, Eastlakes, at the time of renumbering 503 as 303.
- Then or later a full time service.
- 302 shared most of route with 303.
- Operated by Department of Road Transport & Tramways.

27 September 1942: Due to wartime conditions:

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

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

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

3 September 1951:

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

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

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

19 July 1959:

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

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

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

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

8 February 1987: 301 renumbered 302.

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

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

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

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

Streets

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

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

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

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

Alterations

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

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

Eastlakes area

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

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

Alteration

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

City (Eddy Av, Central Railway) – Sandringham

Alteration

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

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

Alteration

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

By 18 November 1957

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

City (Circular Quay) – Sans Souci via Crown St

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

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

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

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

Alteration

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

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

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

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

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

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

Alterations

- **From 31 May 1965**
Caringbah extension (*peak hours*): From Sans Souci via Captain Cook Bridge, Taren Point Rd, Kingsway, Banksia Rd, Denman Av to Caringbah Station. Return via Denman Av, Kingsway, then reverse route to Sans Souci.
- **From 20 May 1969:** Ex City (Circular Quay) from Gardeners Rd via Racecourse Pl, Evans Av, Maloney St. Reverse on return.
- **From 17 September 1973** (*trips terminating at Sans Souci*): To approach Sans Souci from Fontainebleau St via Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd. Return via Fontainebleau St.
- **By April 1977:** Ex Caringbah from Rocky Point Rd via Fontainebleau St. Unaltered ex City (Circular Quay).

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

City (Circular Quay) – Sans Souci

Alterations

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

CITY – KENSINGTON – MASCOT AIRPORT

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

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

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

Alterations

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

Timetable Summary

11 July 1948

City – Kensington – Sans Souci routes 302, 303

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

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

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

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

D – To Dolls Point.

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

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

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

R – To Sans Souci (Rocky Point Rd).

1 November 1959

City – Kensington – Sans Souci routes

302-304

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

Plus short-working/s after last trip shown.

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

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

D – To Dolls Point.

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

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

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

H – 4 trips from City (Circular Quay).

M – To Mascot.

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

Q – To City (Circular Quay).

S – To Sans Souci.

February 1970

City – Kensington – Sans Souci – Caringbah routes

301-304

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

Average day frequencies along common route:

M-F City (Circular Quay)-West Kensington (301-303) 10.
City (Circular Quay)-Mascot (302, 303) 20
City (Circular Quay)-Sans Souci (303) 60
Sat AM City (Circular Quay)-West Kensington (302-304) 10.
City (Circular Quay)-Mascot (302, 303) 15-20
City (Circular Quay)-Sans Souci (303) 30.
Sat PM City (Circular Quay)-Sans Souci (302, 303) 20.
Sun AM City (Circular Quay)-Dolls Point (302, 303) 20.
City (Circular Quay)-Sans Souci (303) 40.
Sun PM City (Circular Quay)-Sans Souci (302, 303) 15.

* More frequent in peak hours.

† Peak hour trips extended to Caringbah.

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

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

C – To Caringbah.

D – To Dolls Point.

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

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

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

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

I – 2 trips from City (Circular Quay).

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

M – To Mascot.

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

Ph2 – Peak hours only.

Q – To City (Circular Quay).

S – To Sans Souci.

5 August 1990

City – Kensington – Mascot routes

301-303

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

Average day frequencies along common route:

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

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

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

† Via Maloney Av, Eastlakes.

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

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

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

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

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

M – To Mascot.

Q – To City (Circular Quay).

S – To Sans Souci.

Route 302

CITY (Circular Quay) – KENSINGTON – KINGSFORD – EASTGARDENS

REDFERN – KENSINGTON – KINGSFORD – EASTGARDENS

Timeline

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

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

1 January 2005: Became part of Contract Region 9.

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

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

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Replaced by 303, 343 & 392.

Streets

From 23 June 2002

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

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

Alterations

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

Redfern – Kensington – Eastgardens

From 2 December 2018

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

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

Timetable Summary

23 June 2002

City – Kensington routes 302, 303

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

2 December 2018

Redfern – Kensington routes

302, 303

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

Average day frequencies along common route:

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

Sat Redfern-Kensington (302, 303) 30.

Sun Redfern-Kensington (302, 303) 30.

* More frequent in peak hours.

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

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

M – To Mascot.

R – To Redfern.

S – To Sans Souci.

Route 303

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

CITY (Circular Quay) – KENSINGTON – MASCOT AIRPORT ■

RANDWICK (Prince of Wales Hospital) – DOLLS POINT – SANS SOUCI

REDFERN – KENSINGTON – DOLLS POINT – SANS SOUCI ■

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

Route X03

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

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

Timeline

1 March 1942:

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

27 September 1942: Due to wartime conditions:

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

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

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

3 September 1951:

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

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

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

19 July 1959:

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

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

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

5 May 1971: Sunday service replaced by 302.

29 October 1984: Morning peak hour express trip commenced.

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

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

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

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

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

1 January 2005: Became part of Contract Region 9.

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

6 May 2018: X03 ceased.

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

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

5 December 2021: As part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20:

- Rerouted/curtailed to run Randwick (Prince of Wales Hospital) – Sans Souci.
- Kensington (University of NSW) – Redfern replaced by rerouted 392.
- Replaced part of 302.
- Transferred from State Transit Authority to Transit Systems.
- Transferred to Contract Region 6.

Streets

Route 303

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

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

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

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

Alterations

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

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

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

Alteration

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

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

Alteration

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

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

Alteration

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

By 18 November 1957

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

City (Circular Quay) – Sans Souci via Crown St

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

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

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

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

Alteration

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

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

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

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

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

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

Alterations

- **From 31 May 1965**

Caringbah extension (peak hours): From Sans Souci via Captain Cook Bridge, Taren Point Rd, Kingsway, Banksia Rd, Denman Av to Caringbah Station. Return via Denman Av, Kingsway, then reverse route to Sans Souci.

- **From 20 May 1969:** Ex City (Circular Quay) from Gardeners Rd via Racecourse Pl, Evans Av, Maloney St. Reverse on return.

- **From 17 September 1973** (trips terminating at Sans Souci): To approach Sans Souci from Fontainebleau St via Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd. Return via Fontainebleau St.
- **By April 1977:** Ex Caringbah from Rocky Point Rd via Fontainebleau St. Unaltered ex City (Circular Quay).
- **From 29 October 1984:**
Express trip: From Sans Souci via normal route to General Holmes Dr, then Southern Cross Dr, Dowling St, Flinders St, Campbell St, Hunt St, then normal 303.
- **From 8 February 1987** (opening of Pitt St pedestrian mall): To approach City from Goulburn St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Pitt St via Hunter St, Castlereagh St, Goulburn St.

City (Circular Quay) – Sans Souci

Alterations

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

From 23 June 2002

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

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

Alterations

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

CITY – KENSINGTON – MASCOT AIRPORT

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

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

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

Alterations

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

REDFERN – KENSINGTON – SANS SOUCI

From 2 December 2018

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

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

RANDWICK (Prince of Wales Hospital) – SANS SOUCI

From 5 December 2021

From Randwick (Prince of Wales Hospital) (Barker St) via Barker St, Anzac Pde, Day Av, Eastern Av (**Kingsford**), Gardeners Rd, Racecourse Pl, Evans Av (**Eastlakes**), Maloney St (**Eastlakes**), King St (**Mascot**), Botany Rd, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Napoleon St, Fontainebleau St, Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd (Sans Souci).

From Sans Souci (Wellington St at Rocky Point Rd) via Fontainebleau St, then reverse route to Day Av, then Houston Rd, Barker St to Prince of Wales Hospital (Randwick).

Route X03

CITY – KENSINGTON – SANS SOUCI

By 2 February 1997 (morning peak hour)

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

Alteration

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

From 27 April 2009 (afternoon peak hour)

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

Timetable Summary

Route 303

Before 5 December 2021

See 302

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
303: Randwick (Prince of Wales Hospital)-Sans Souci	Fr PoW Hosp 17M 43S	M-F	Sans Souci	5.11amP	PoW Hospital	8.15pmS 11.45pmM	A	
		Sat		5.22amP		8.15pmS 11.45pmM	B	
		Sun		6.25amP		8.15pmS 11.45pmM	B	

A – Peak hours, mainly Randwick (Prince of Wales Hospital)-Sans Souci. Day, Randwick (Prince of Wales Hospital)-Mascot 30, Randwick (Prince of Wales Hospital)-Sans Souci 60. Night, Randwick (Prince of Wales Hospital)-Mascot.

B – Day, Randwick (Prince of Wales Hospital)-Mascot 30, Randwick (Prince of Wales Hospital)-Sans Souci 60. Night, Randwick (Prince of Wales Hospital)-Mascot.

M – To Mascot.

P – To Randwick (Prince of Wales Hospital).

S – To Sans Souci.

Route X03

2 February 1997

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

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

27 April 2009

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

† At Spring St.

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

Route 303

CITY (Central Railway) – RANDWICK (Naval Stores, Fitzgerald Av) (INDUSTRIAL) ■

Timeline

20 February 1950: Peak hour service commenced by Department of Government Transport.

(?): Renumbered 098.

Route 304

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

Timeline

12 May 1940: Renumbered from 4 [1925 route number], as part of renumbering of Eastern Suburbs routes into the 300-399 series. Operated by Department of Road Transport & Tramways.

27 September 1942: Due to wartime conditions:

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

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

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

26 October 1952: Sunday service ceased.

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

Streets

Circa 1946

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

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

Timetable Summary

4 September 1949

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

* More frequent in peak hours.

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

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

Route 304

CITY (Circular Quay) – WEST KENSINGTON via Crown St■

Timeline

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

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

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

Streets

From 2 November 1959

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

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

Timetable Summary

See 302

Route 304

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

Timeline

26 March 1984: Off-peak trips on 301 rerouted via Riley & Devonshire Sts, Surry Hills & renumbered. Operated by Urban Transit Authority.

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

Streets

From 26 March 1984

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

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

Alteration

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

Timetable Summary

26 March 1984

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

Route 304

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

Timeline

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

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

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

Streets

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

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

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

Timetable Summary

4 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Coogee via Bream St	Fr Coogee 10R 36Q	M-F	Randwick Jun	7.08amC	Q Vic Bldg	3.12pmC	A	
			Coogee	9.08amQ	Randwick Jun	11.54pmC		
		Sat		5.56amR	Q Vic Bldg	5.42pmC	B	
				7.58amQ	Randwick Jun	12.02amC		
		Sun		8.54amR		6.13amC	30	

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

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

C – To Coogee.

Q – To City (Queen Victoria Building).

R – To Randwick Junction.

Route 304

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

Timeline

2 February 1997: Daily daytime service commenced by State Transit Authority. Shared part of route with 301-303.

28 June 1998: Rerouted via Central Railway.

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

Streets

From 2 February 1997

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

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

Alterations

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

Timetable Summary

2 February 1997

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

* More frequent in peak hours.

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

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

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

C – To City (Circular Quay).

P – To Randwick (Prince of Wales Hospital).

R – To Rosebery.

Route 304

CITY (Circular Quay) – WATERLOO – GREEN SQUARE via Crown St

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

Timeline

2 December 2018: Full time service, City (Circular Quay) – Rosebery (Kimberley Gr), commenced by State Transit Authority, as part of the Green Square/Waterloo Transport Action Plan, replacing City (Circular Quay) – Waterloo area part of 301-303. Part of Contract Region 9.

5 December 2021: As part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20:

- Curtailed to run City (Circular Quay) – Zetland (pending completion of local road network between Zetland & Green Square).
- Improved to be a “frequent” route.

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

City (Circular Quay) – Rosebery (Kimberley Gr)

From 2 December 2018

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

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

City (Circular Quay) – Zetland

Alteration

From 5 December 2021: Ex City (Circular Quay) from Bourke St via Potter St, Gadigal Av, Joynton Av to Hansard St (Zetland). Reverse on return.

Timetable Summary

2 December 2018

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

* More frequent in peak hours.

A – Continuous service Mondays-Sundays.

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Zetland	31	M-F	Circular Quay	4.13am	Circular Quay	3.13am	10*	A
		Sat		4.13am		3.13am	10	A
		Sun		4.13am		3.13am	10	A

* More frequent in peak hours.

A – Continuous service Mondays-Sundays.

Route 305

BRIGHTON-le-SANDS – RANDWICK Tram Workshops (INDUSTRIAL) ■

Timeline

3 April 1944: Peak hour service commenced by Department of Government Transport.

After June 1957: Renumbered 005, as part of the renumbering of industrial routes into the 001-099 series.

Route 305

CITY (Railway Square) – WEST KENSINGTON ■

Timeline

1 November 1959: Renumbered from 386. Operated by Department of Government Transport.

28 February 1962: Selected trips extended (?) o Randwick Depot (ceased by 1962).

17 January 1980: Express trips commenced.

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

Streets

By November 1968

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

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

Alterations

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

Timetable Summary

7 December 1964

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

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

Route 305

CITY (Railway Square) – MASCOT – SYDENHAM

Timeline

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 9.

1 July 2018: Transferred to Transit Systems, as part of competitive tendering for privatisation of Contract Region 6.

Streets

City (Railway Square) – Sydney Airport – Sydenham

From 12 July 1993

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

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

Alterations

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

City (Railway Square) – Mascot (Qantas Centre)

By 28 April 2002

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

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

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

Alteration

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

Timetable Summary

12 July 1993

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

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

I – To Sydney Airport (International Terminal).

R – To City (Railway Square).

S – To Sydenham.

2 February 1997

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

* More frequent in peak hours.

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

I – To Sydney Airport (International Terminal).

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

R – To City (Railway Square).

S – To Sydenham.

28 April 2002

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

* More frequent in peak hours.

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

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

Route 306

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

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

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

Timeline

12 May 1940:

- Feeder service, Rose Bay (Dover Rd) – Dover Heights (Russell St [now Kobada Rd]), renumbered from 6, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

- Then or later a full time service.
- Operated by Department of Road Transport & Tramways

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

27 November 1949: Sunday service ceased.

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

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

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

July (?) 1953: Sunday service ceased.

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

20 July 1959: Night service ceased.

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

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

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

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

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

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

Streets

Rose Bay (Dover Rd) – Dover Heights

Circa 1946

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

City (Macquarie St) – Dover Heights

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

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

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

City (Bridge St) – Dover Heights

Alteration

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

City (West Circular Quay) – Dover Heights

Alterations

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

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

Alterations

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

Timetable Summary

1 May 1949

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

* More frequent in peak hours.

28 October 1950

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

* More frequent in peak hours.

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

11 December 1961

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

* More frequent in peak hours.

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

Route 306

CITY (Circular Quay) – ST PETERS

Timeline

5 August 1990:

- Peak hour trips City (Circular Quay) – St Peters renumbered from 308, as part of general reorganisation of Eastern Suburbs routes.
- 308 continued to provide off-peak & Saturday service, supplementary to 306.
- Operated by State Transit Authority.

31 July 1995: Renumbered back to 308.

Streets

From 5 August 1990

Mornings

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

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

Afternoons

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

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

Timetable Summary

See 308

Route 306

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

Timeline

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

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

Streets

From 23 June 2002

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

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

Timetable Summary

23 June 2002

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

Route 306

REDFERN – EASTLAKES – MASCOT

Timeline

5 December 2021: Commenced by State Transit Authority as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20, partly replacing 301. **Part of Contract Region 9.**

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

From 5 December 2021

From Redfern (Regent St at Redfern St) via Regent St, Botany Rd, Epsom Rd, Rosebery Av, Kimberley Gr, Dalmeny Av, Gardeners Rd, Racecourse Pl, Evans Av, Maloney St, George St, St Helena Pde, Lismore St, Florence Av, King St, Botany Rd, Coward St, O’Riordan St, Bourke Rd, Coward St to Mascot Station.

From Mascot (Coward St at Station) via Coward St, Botany Rd, then reverse route to Evans Av, then Evans Lane, Gardeners Rd, then reverse route to Botany Rd, then Henderson Rd, Wyndham St, Gibbons St to Redfern Station.

Timetable Summary

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern-Eastlakes- Mascot	33	M-F	Mascot	5.55am	Redfern	12.01am	20*	A
		Sat		5.55am		12.01am	20	A
		Sun		6.55am		12.01am	20	A

* More frequent in peak hours.

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

Route 307

CITY (Eddy Av, Central Railway) – ALEXANDRIA ■

(The outer terminus of the tram service which routes 307 & 308 replaced was known as Alexandria. The outer terminus of the replacing bus service was

initially also known as Alexandria. But, by 1960, the terminus name had changed to St Peters Station (location unaltered))

Timeline

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

By 1 December 1984: Renumbered part of 308.

Streets

From 4 May 1959

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

Alterations

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

Timetable Summary

See 308

Route 307

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

Timeline

19 October 1987:

- Selected weekday off-peak 310 trips rerouted via Stephen Rd, East Botany & renumbered.
- Shared Circular Quay – Botany with 309 & 310.
- Operated by Urban Transit Authority.

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

Streets

From 19 October 1987

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

From Kingsford (Nine Ways) via reverse route to Redfern St, then Chalmers St, Elizabeth St, Phillip St, Bent St, Young St to Circular Quay (City).

Alteration

From 11 September 1988: To approach City from Phillip St via Bent St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St.

Timetable Summary

See 309

Route 307

MASCOT Station – EASTGARDENS – PORT BOTANY DEPOT

Timeline

2 December 2018: Commenced by State Transit Authority as part of the Green Square/Waterloo Transport Action Plan, replacing parts of 309, 310 & 391. Part of Contract Region 9.

5 December 2021:

- Curtailed to run Mascot – Eastgardens as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- Botany – Matraville replaced by 309.
- Eastgardens – Matraville replaced by 392.
- Service along Denison St not replaced.

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

Mascot Station – Port Botany Depot

From 2 December 2018

From Mascot (Bourke St at Station) via Coward St, Botany Rd (**Botany**), Banksia St, William St, Swinbourne St, Stephen Rd, Page St (**Pagewood**), Heffron Rd, Bunnerong Rd, **Eastgardens** bus terminal, Wentworth Av, Bunnerong Rd, Smith St, Denison St, Beauchamp Rd, Bunnerong Rd (**Matraville**), Military Rd, Bumborah Point Rd to Port Botany Depot.

From Port Botany Depot (Bumborah Point Rd) via reverse route to Smith St, then Bunnerong Rd, Heffron Rd, then reverse route to Mascot Station.

Mascot Station – Eastgardens

From 5 December 2021

From Mascot (Coward St at Station) via Coward St, Botany Rd (**Botany**), Banksia St, William St, Swinbourne St, Stephen Rd, Page St (**Pagewood**), Heffron Rd, Bunnerong Rd to Eastgardens bus terminal.

From Eastgardens (bus terminal) via reverse route to Coward St, then O’Riordan St, Bourke Rd, Coward St to Mascot Station.

Timetable Summary

2 December 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mascot Station-Port Botany Depot	34	M-F	Pt Botany Dep	5.37am	Mascot Stn	12.00mn	30*	
		Sat		5.40am		11.38pm	30	
		Sun		6.40am		11.23pm	30	

* More frequent in peak hours.

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mascot Station-Eastgardens	26	M-F	Mascot Stn	5.40am	Mascot Stn	11.40pm	20	
		Sat		5.40am		11.40pm	20	
		Sun		6.40am		11.40pm	20	

Route 308

DARLINGHURST (Taylor Square) – MASCOT (Eveready Batteries, Gardeners Rd) **(INDUSTRIAL) ■**

Timeline

26 May 1947: Peak hour service commenced by Department of Road Transport & Tramways.

Circa 1950: Ceased.

Route 308

SYDENHAM – SYDNEY AIRPORT (Civil Aviation Department, General Holmes Dr) – NORTH BRIGHTON (INDUSTRIAL) ■

Timeline

10 March 1952: Peak hour service commenced by Department of Road Transport & Tramways.
After September 1953: Ceased.

Route 308

NORTH BONDI – RUSHCUTTERS BAY/PADDINGTON (Lustre Hosiery, Boundary Rd) (INDUSTRIAL) ■

Timeline

15 November 1954: Peak hour service commenced by Department of Government Transport.
By August 1962: Ceased.

Route 308

CITY (various termini) – ALEXANDRIA – MARRICKVILLE METRO ■

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

Timeline

4 May 1959:

- New weekday & Saturday morning route, City (Circular Quay) – Alexandria, commenced by Department of Government Transport as part of replacement of Circular Quay – Alexandria via Redfern tram service.
- Supplemented by peak hour route 307.

11 December 1961: Weeknight service curtailed to run City (Railway Square) – St Peters.

29 July 1969: City terminus altered from Circular Quay (Alfred St at No 3 Jetty) to Circular Quay East.

7 October 1969: City terminus altered from Circular Quay East to Circular Quay (Young St).

17 November 1969: City terminus returned to Circular Quay (Alfred St at No 3 Jetty).

By 26 August 1974: Weeknight service ceased.

By 1 December 1984: 307 renumbered part of 308.

10 February 1985: Sunday service recommenced.

9 September 1988: City (Circular Quay) terminus altered to Loftus St.

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

- Off-peak & Saturday trips curtailed to run as a feeder service, Redfern – St Peters.
- Peak hour trips remained as City (Circular Quay) – St Peters, but renumbered 306.
- 308 was supplementary to 306 until 31 July 1995.
- Sunday service ceased.

By January 1993: Redfern – St Peters trips extended to City (Market St).

31 July 1995:

- 306 renumbered back to 308.
- 308 extended from St Peters to Marrickville Metro shops & extended in the City from Market St to Circular Quay, making all trips City (Circular Quay) – St Peters – Marrickville Metro.
- Service expanded to run daytime Mondays-Sundays.

23 June 2002: City terminus altered from Circular Quay to Millers Point (off-peak & weekends) and to Gresham St (peak hours), as a result of “Better Buses” Eastern Suburbs service review.

1 January 2005: Became part of Contract Region 9.

16 July 2006: City terminus for all trips altered to Gresham St (arriving) & Pitt St/Spring St (departing).

1 July 2018: As part of competitive tendering for privatisation of Contract Region 6:

- Transferred to Transit Systems.
- Transferred to Contract Region 6.

Streets

City (Circular Quay) – Alexandria

From 4 May 1959

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Bridge St, Phillip St, Hunter St, Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd [part now Sydney Park Rd] to King St (Alexandria).

From Alexandria (Mitchell Rd at King St) via reverse route to Phillip St, then Bent St, Loftus St to Circular Quay (City).

Alterations

- *From 27 July 1959*
Alexandria (Euston Rd) diversion: Either direction, from Mitchell Rd via Harley St, Euston Rd, Maddox St to Mitchell Rd..
- *By 19 December 1960:* To approach City from Phillip St via Bridge St, Young St to Circular Quay. Return via Alfred St, Phillip St.
- *By January 1966*
Alexandria (Euston Rd) diversion: Ex City (Circular Quay) from Mitchell Rd via Harley St, Euston Rd, Maddox St to Mitchell Rd. Ex St Peters from Mitchell Rd via Maddox St, Euston Rd, Harley St to Mitchell Rd.
- *By January 1966:* To approach City (Circular Quay) from Bridge St via Loftus St to Circular Quay. Return via Phillip St.
- *From 25 February 1969:* Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St. Ex St Peters from Redfern St via Chalmers St, Randle St, Elizabeth St.
- *By April 1973:* To approach City (Circular Quay) from Bridge St via Young St to Circular Quay. Return via Alfred St, Phillip St.
- *By July 1978:* To approach City (Circular Quay) from Phillip St to Circular Quay East. Reverse on return.
- *By September 1980:* Ex City (Circular Quay) from Elizabeth St direct to Redfern St. Unaltered on return.
- *By 1 December 1984:* To approach City (Circular Quay) from Bridge St via Young St to Circular Quay. Return via Alfred St, Phillip St.
- *From 19 May 1986:* To approach St Peters from Mitchell Rd via Coulson St, Concord St, King St to St Peters Station. Unaltered on return.
- *By 18 October 1987:* To approach City (Circular Quay) from Phillip St via Bent St, Young St to Alfred St. Unaltered on return.
- *By 11 September 1988:* To approach City (Circular Quay) from Phillip St via Bent St, Loftus St to Allred St. Return via Alfred St, Pitt St, Hunter St, Castlereagh St, Goulburn St.

Redfern – St Peters

From 5 August 1990

From Redfern (Redfern St/Regent St) via Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Coulson St, Concord St to Mitchell Rd (St Peters).

From St Peters (Mitchell Rd at Station) via Mitchell Rd [part now Sydney Park Rd], Henderson Rd, Botany Rd, Regent St to Redfern St (Redfern).

City (Market St) – St Peters

By January 1993

From City (Market St) (in Castlereagh St) via Castlereagh St, Goulburn St, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Coulson St, Concord St to Mitchell Rd (St Peters).

From St Peters (Mitchell Rd at Station) via Mitchell Rd [part now Sydney Park Rd], Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St, Chalmers St, Elizabeth St to Market St (City).

City (Circular Quay) – St Peters – Marrickville Metro

Alteration

From 31 July 1995: Extended from Mitchell Rd via Maddox St, Euston Rd, Huntley St, Coulson St, Concord St (**St Peters**), King St, Alice St, Edgeware Rd, Murray St, Edinburgh Rd, Smidmore St to Marrickville Metro entrance. Return via Murray St, Edgeware Rd, Alice St, King St, Sydney Park Rd, Euston Rd, Maddox St to Mitchell Rd.

City (Millers Point) – St Peters – Marrickville Metro

From 23 June 2002

From City (Millers Point) (Argyle St/High St) via Argyle St, George St, Alfred St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Coulson St, Concord St (**St Peters**), King St, Alice St, Edgeware Rd, (?), Smidmore St to Marrickville Metro entrance.

From Marrickville Metro (Smidmore St entrance) via Edgeware Rd, Alice St, King St, Sydney Park Rd, Mitchell Rd, Henderson Rd, Wyndham St, Gibbsons St, Lawson St, Regent St, Redfern St, Chalmers St, Elizabeth St, Phillip St, Bent St, Loftus St, Alfred St, George St, Argyle St, Kent St, High St to Argyle St (Millers Point).

Trips terminating at Gresham St (peak hours): To approach City from Bent St via Gresham St to Bridge St. Return from Pitt St at Spring St.

City (Gresham St or Pitt St) – St Peters – Marrickville Metro

From 16 July 2006

From City (Pitt St) (at Spring St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Coulson St, Concord St (**St Peters**), King St, Alice St, Edgeware Rd, Edinburgh Rd, Smidmore St to Marrickville Metro entrance.

From Marrickville Metro (Smidmore St entrance) via Murray St, Edinburgh Rd, Edgeware Rd, Alice St, King St, Sydney Park Rd, Mitchell Rd, Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St, Chalmers St, Elizabeth St, Phillip St, Bent St, Gresham St to Bridge St (City).

Alteration

From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network): Ex City (Pitt St) from Hunter St via Elizabeth St. Unaltered on return.

Timetable Summary

4 May 1959

City – Alexandria routes

307, 308

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
307: City (Eddy Av, Central Railway)-Alexandria		M-F	Eddy Av	5.42am	Alexandria	4.11pm	Ph	
		Sat		5.44am			A	
		Sun						
308: City (Circular Quay)-Alexandria		M-F	Alexandria	5.45am	Circular Quay	11.35pm	30*	
		Sat		5.40am		2.22pm	30	
		Sun						

* More frequent in peak hours.

A – 1 trip from City (Eddy Av, Central Railway) to Alexandria only.

Ph – Peak hours only (morning from Central Railway (Eddy Av), afternoon from Alexandria).

19 December 1960

City – St Peters routes

307, 308

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
307: City (Eddy Av, Central Railway)-St Peters	13	M-F	Eddy Av	5.42am	St Peters	4.17pm	Ph	
		Sat		5.44am	Eddy Av	6.45pm	A	
		Sun						
308: City (Circular Quay)-St Peters	26	M-F	St Peters	5.45am	Circular Quay	11.35pm	35*	
		Sat		5.40am		2.32pm	35	
		Sun						

* More frequent in peak hours.

A – Early morning, from City (Eddy Av, Central Railway) to St Peters. Afternoon, 2 trips.

Ph – Peak hours only (morning from Central Railway (Eddy Av), afternoon from St Peters). Plus late night trip from St Peters.

8 March 1975

City – St Peters routes

307, 308

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
307: City (Eddy Av, Central Railway)-St Peters	13	M-F	Eddy Av	6.06am	St Peters	7.06pm	Ph	
		Sat						
		Sun						
308: City (Circular Quay)-St Peters	26	M-F	St Peters	6.25am	Circular Quay	6.35pm	35*	
		Sat		7.55am		11.25am	35	
		Sun						

* More frequent in peak hours

Ph – Peak hours only (morning from Central Railway (Eddy Av), afternoon from St Peters). Plus late night trip from St Peters.

1 December 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
308: City (Circular Quay)-St Peters	24	M-F	St Peters	6.28am	Circular Quay	6.37pm	35*	A
		Sat		7.55am		5.05pm	AM 35 PM 60	
		Sun						

* More frequent in peak hours.

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

5 August 1990

City – St Peters routes

306, 308

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
306: City (Circular Quay)-St Peters	30	M-F	St Peters	6.18am	Circular Quay	6.37pm	Ph	
		Sat						
		Sun						
308: Redfern-St Peters	8	M-F	St Peters	9.10am	Redfern	2.57pm	30	
		Sat		8.28am		5.15pm	30	
		Sun						

Ph – Peak hours only (both directions). Plus early morning short-workings, City (Central Railway) – St Peters, starting before first trip shown.

30 July 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
308: City (Circular Quay)-Marrickville Metro	36	M-F	M'ville Metro	6.18am	Circular Quay	6.37pm	A	
		Sat	Circular Quay	8.15am		5.15pm	B	
		Sun		8.15am		5.15pm	B	

A – Peak hours, City (Circular Quay)-Marrickville Metro. Off-peak, Marrickville Metro-Alexandria 30, Marrickville Metro-City (Circular Quay) 60. Plus short-working/s, City (Elizabeth St, Central Railway)-St Peters before first trip shown.

B – Marrickville Metro-Alexandria 30, Marrickville Metro-City (Circular Quay) 60.

28 April 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
308: City (Millers Point)-Marrickville Metro	Fr M/Met 31G 35P	M-F	M'ville Metro	6.27amG	Millers Point	2.50pmM	A	
				9.05amP	Gresham St	6.23pmM		
		Sat		8.30amP	Millers Point	5.30pmM	60	
		Sun		8.30amP		4.45pmM	90	

A – Peak hours, City (Gresham St)-Marrickville Metro. Day City (Millers Point)-Marrickville Metro 60. Plus short-working/s, Redfern-St Peters before first trip shown.

G – To City (Gresham St).

M – To Marrickville Metro.

P – To City (Millers Point).

18 March 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
308: City (Gresham St or Pitt St)-Marrickville Metro	34	M-F	M'ville Metro	6.35am	Pitt St†	6.25pm	80*	A
		Sat		8.27am		5.05pm	80	
		Sun		10.00am		3.15pm	90	

* More frequent in peak hours.

† At Spring St.

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

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
308: City (Gresham St or Pitt St)-Marrickville Metro	Fr M/Metro 14R 34G	M-F	Redfern	6.04amM	M'ville Metro	7.02pmG	A	
			M'ville Metro	8.58amG	Pitt St†	11.06pmS		
		Sat		8.05amG		6.49pmM 11.19pmS	B	
		Sun		8.05amG		6.45pmM	40	

* More frequent in peak hours.

† At Spring St.

A – Peak hours, Redfern-Marrickville Metro. Day, City (Gresham St or Pitt St)-Marrickville Metro 30. Night, City (Gresham St or Pitt St)-St Peters.

B – Day, City (Gresham St or Pitt St)-Marrickville Metro 30. Night, City (Gresham St or Pitt St)-St Peters.

G – To City (Gresham St or Pitt St).

M – To Marrickville Metro.

S – To St Peters.

Route 309

BONDI JUNCTION – COOGEE BEACH (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 09.

Streets

Followed tram line as closely as possible.

Route 309

CITY (various termini) – BOTANY – MATRAVILLE – PORT BOTANY DEPOT *(selected trips INDUSTRIAL)*

- **Extended from Matraville to Botany Cemetery** *(selected trips on Sundays, 1960-95)*
- **Extended from Matraville to La Perouse** *(selected trips on Sundays, 1960-90)*
- **Extended from Matraville to Prince Henry Hospital** *(selected trips, 1960-90)*

Route 309X

CITY (Railway Square) – PORT BOTANY *(EXPRESS)*

Route L09

REDFERN – PORT BOTANY *(LIMITED STOPS)* ■

Route X09

CITY (various termini) – BANKSMEADOW – PORT BOTANY DEPOT *(EXPRESS)* ■

(Port Botany terminus at Military Rd/Bunnerong Rd is located in Matraville.)

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

Timeline

22 June 1952: As part of the replacement of the outer end of Circular Quay – Matraville via Botany tram service, which was curtailed to run Circular Quay – Botany (Chelmsford Av):

- New route, 309 Botany (Chelmsford Av) – Matraville (extended from Botany to City (Circular Quay) in peak hours commenced by Department of Road Transport & Tramways.
- Selected peak hour trips extended from Matraville to Bunnerong Power House.

10 August 1952: Coincident with takeover of private 138 [1925 number] & its replacement by 335-338:

- Off-peak, night & weekend trips on 309 between Botany & Matraville replaced by 338.
- 309 then ran City (Circular Quay) – Matraville (peak hours only).

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

7 February 1959: Sunday service, City (Circular Quay)-Botany (Chelmsford Av) commenced, replacing equivalent tram service on that day.

20 July 1959: Selected peak hour trips extended from Matraville to Yarra Bay [now Phillip Bay].

24 October 1960: As part of replacement of Circular Quay – Botany (Chelmsford Av) tram service by buses:

- Altered/extended to run City (Circular Quay) – Matraville as a full time service, fully replacing Circular Quay – Botany (Chelmsford Av) tram service & replacing Botany – Matraville part of 338.
- Selected peak hour trips continued to be extended from Matraville to Phillip Bay.
- Sunday afternoon trips extended from Matraville to Botany Cemetery.
- Selected trips on Sunday afternoons extended from Matraville to La Perouse &/or Prince Henry Hospital, replacing 334 (extension to Prince Henry Hospital later also ran on weekdays).
- Shared City (Circular Quay) – Botany with 310, which commenced that day. Also shared City (Circular Quay) – East Botany with 307 from 19 October 1987 to 5 August 1990.

By 7 October 1984: Peak hour trips City (Circular Quay) – Bunnerong Power House shown in timetable as running to Botany Cemetery (terminus adjacent to Bunnerong Power House).

3 November 1985: Matraville trips extended/rerouted to Port Botany Depot upon its opening.

11 September 1988: City (Circular Quay) terminus altered from Young St to Loftus St.

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

- Peak hour extension of 309 to Phillip Bay ceased. 337 provided a service to the same area via Bunnerong Rd.
- Sunday extensions of 309 to La Perouse & Prince Henry Hospital ceased. Other routes provided a service to the same area via Anzac Pde.
- X09 City (Circular Quay) – Matraville (Port Botany Depot) express commenced, as part of general reorganisation of Eastern Suburbs routes. Shared most of route with 309.

By 19 November 1995: 309 Sunday extension to Botany Cemetery ceased.

14 February 1999: City terminus for afternoon X09 trips altered to Spring St.

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

- L09 limited stops peak hour route commenced. Shared most of route with 309.
- X09 curtailed to run City (Martin Pl (arriving) or Spring St (departing)) – Banksmeadow (Stephen Rd).

By November 2002: Banksmeadow terminus of X09 altered to Discovery Cove Business Park.

1 January 2005: Became part of Contract Region 9.

4 October 2015: City terminus of 309 & X09 altered to Railway Square, as a result of light rail construction in George St, City/new CBD bus network.

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

- 309 curtailed to run City (Railway Square) – Banksmeadow.
- Banksmeadow – Port Botany part of 309 replaced by 307 & 309X.
- 309X peak hour service commenced, replacing parts of L09.
- L09 replaced by new 309 & 310X.
- X09 replaced by altered 309 & new 310X.

5 December 2021: As part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20:

- 309 altered to run Redfern – Matraville – Port Botany.
- 309 Redfern – Matraville became a “frequent” route.
- 309 replaced part of 307.
- City (Railway Sq) – Redfern replaced by 308 & Railway services.
- 310 provided a peak hour service (Railway Sq) – Botany.
- 309X ceased. Replaced by 309.

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

Route 309

Botany (Chelmsford Av) – Matraville (extended to City (Circular Quay) in peak hours)

From 22 June 1952 (based on 7 February 1959 timetable)

From Botany (Chelmsford Av) (at Botany Rd) via Botany Rd (**Banksmeadow**), Beauchamp Rd [old alignment], Perry St, Bunnerong Rd, Partanna Av, Moorina Av to Bunnerong Rd (Matraville).

From Matraville (Moorina Av at Bunnerong Rd) via Bunnerong Rd, then reverse route.

City (Circular Quay) extension (peak hours): From Botany (Chelmsford Av) via Botany Rd (**Mascot**, **Beaconsfield**, **Waterloo**), Regent St, Redfern St (**Redfern**), Chalmers St, Elizabeth St, Hunter St, Macquarie St, Circular Quay East to Circular Quay. Return via Circular Quay East, Macquarie St, Martin Pl, Elizabeth St, then reverse route.

Alteration

From 5 February 1956 (based on 7 February 1959 timetable): To approach City from Macquarie St to Bridge St. Reverse on return.

City (Circular Quay) – Botany (Chelmsford Av) (extended to Matraville in peak hours)

From 7 February 1959 (based on 28 February 1960 timetable)

Sundays

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd (**Waterloo**, **Beaconsfield**, **Mascot**) to Chelmsford Av (Botany).

From Botany (Chelmsford Av) (at Botany Rd) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Peak hours

Same as at 5 February 1956

Alteration

From 28 February 1960 (when remaining tram services were curtailed to terminate in Elizabeth St at Hunter St) (peak hours): To approach City from Elizabeth St via Phillip St, Bridge St, Young St to Circular Quay. Return via Alfred St, Phillip St, Elizabeth St.

City (Circular Quay) – Botany – Matraville (selected trips extended to various destinations)

From 24 October 1960 (based on 20 April 1961 timetable)

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd (**Waterloo**, **Beaconsfield**, **Mascot**, **Botany**), Beauchamp Rd, Perry St, Bunnerong Rd, Partanna Av, Moorina Av to Bunnerong Rd (Matraville).

From Matraville (Moorina Av at Bunnerong Rd) via Bunnerong Rd, then reverse route to Phillip St, then Bridge St, Young to Circular Quay.

City (Railway Square) trips: Ex Matraville from Elizabeth St via Eddy Av, Pitt St to Railway Square. Reverse on return.

Botany Cemetery extension: From Matraville (Bunnerong Rd) via Bunnerong Rd, Military Rd to Botany Cemetery. Reverse on return.

Prince Henry Hospital extension: From Matraville (Bunnerong Rd) via Bunnerong Rd, Little Bay Rd to Anzac Pde (Prince Henry Hospital). Reverse on return.

Phillip Bay extension: From Matraville (Bunnerong Rd) via Bunnerong Rd, Canara Av to near Anzac Pde. Return via Canara Av, Yarra Rd, Bunnerong Rd.

La Perouse extension: From Matraville (Bunnerong Rd) via Bunnerong Rd, Anzac Pde to La Perouse. Return via Goorawahl Av, Anzac Pde, Bunnerong Rd.

Alterations

- **Hillsdale shops diversion:**

From 11 June 1963 (alternate trips on weekdays & Saturday mornings – likely route): From Matraville (Perry St/Bunnerong Rd) via Bunnerong Rd to Hillsdale shops & return. (Ceased from 31 December 1963.)

- *From 25 February 1969:* Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St. Ex St Peters from Redfern St via Chalmers St, Randle St, Elizabeth St.

- *By 30 January 1980:* Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St, Redfern St. Return from Redfern St via Chalmers St, Elizabeth St.

- *By September 1980:* Ex City (Circular Quay) from Elizabeth St direct to Redfern St. Unaltered on return.

City (Circular Quay) – Botany – Port Botany Depot (selected trips extended to various destinations)

Alterations

- *From 3 November 1985 (Matraville terminus altered to Port Botany Depot):* Extended from Matraville (Bunnerong Rd) via Bunnerong Rd, Botany Rd, Bumborah Point Rd to Port Botany Depot. Reverse on return.

- *From 3 November 1985:*

Botany Cemetery extension: From Port Botany Depot via Bumborah Point Rd, Military Rd to Botany Cemetery. Reverse on return.

- *From 11 September 1988:* To approach City (Circular Quay) from Phillip St via Bent St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St.

- *From 5 August 1990:* Ex City (Circular Quay) from Beauchamp Rd via Bunnerong Rd (instead of Perry St.). Reverse on return.

- *From 22 May 1991*

Banksmeadow (Penrhyn Rd) & Port Botany (Friendship Rd) diversion: Served ANL Container Terminal & CTAL Terminal.

- *By January 1993:* Ex Matraville from Botany Rd via Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St. Unaltered on return.

- *By March 2001:*

Millennium Ct extension: From Port Botany Depot via Bumborah Point Rd, Military Rd, Millennium Ct (to end?). Reverse on return.

- *By March 2001:* To approach City from Elizabeth St via Phillip St to Circular Quay. Return via Alfred St, Young St, Bridge St, Pitt St.

- *From 23 June 2002 (Trips to/from Port Botany Depot):* Ex City (Circular Quay) from Bunnerong Rd via Military Rd, Bumborah Point Rd to Port Botany Depot. Reverse on return.

City (Railway Square) – Botany – Port Botany Depot

Alteration

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

City (Railway Square) – Banksmeadow

From 2 December 2018

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Redfern St, Regent St (**Redfern**), Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany**) to Discovery Cove Business Park (Banksmeadow).

From Banksmeadow (Botany Rd at Discovery Cove Business Park) via Botany Rd, Henderson Rd, Wyndham St, Gibbons St, Lawson Square, Redfern St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

Redfern – Botany – Port Botany Depot

From 5 December 2021

From Redfern (Regent St at Redfern St) via Regent St, Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany**), Beauchamp Rd, Bunnerong (**Matrville**), Military Rd, Bumborah Point Rd to Port Botany Depot.

From Port Botany Depot (Bumborah Point Rd) via reverse route to Botany Rd, then Henderson Rd, Wyndham St, Gibbons St to Redfern Station.

Route 309X

City (Railway Square) – Matrville

From 2 December 2018

From City (Railway Square) via Lee St, Regent St (**Redfern**), Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany, Banksmeadow**), Bumborah Point Rd (**Port Botany**), Military Rd to Bunnerong Rd (Matrville).

From Matrville (Military Rd at Bunnerong Rd) via reverse route to Botany Rd, then Henderson Rd, Wyndham St, Gibbons St, Lawson Square, Regent St, Lee St to Railway Square (City).

Route L09

Redfern – Port Botany

From 23 June 2002

From Redfern (Regent St at Redfern St) via Regent St, Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany, Banksmeadow**), Bumborah Point Rd, Military Rd (**Port Botany**) to Bunnerong Rd (Matrville).

From Matrville (Military Rd/Bunnerong Rd) via reverse route to Botany Rd, then Buckland St, Wyndham St, Gibbons St to Lawson Square (Redfern)

Alteration

By February 2004: Ex Port Botany from Botany Rd via Henderson Rd, Wyndham St.

Route X09

City (Circular Quay) – Port Botany Depot

From 5 August 1990

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St (**Redfern**), Bourke St (**Mascot**), Botany Rd (**Botany, Banksmeadow**), Beauchamp St, Bunnerong Rd, Botany Rd, Bumborah Point Rd to Port Botany Depot (Matrville).

From Port Botany Depot (Bumborah Point Rd) via reverse route to Elizabeth St, then Redfern St, Chalmers St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

City (Circular Quay or Spring St) – Port Botany Depot

Alterations

- *From 14 February 1999 (afternoon trips):* From City (Spring St at Pitt St) via Pitt St.
- *By March 2001:* To approach City from Elizabeth St via Phillip St to Circular Quay. Unaltered on return.

City (Martin Pl or Spring St) – Banksmeadow (Stephen Rd)

From 23 June 2002

From City (Spring St) (at Pitt St) via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St (**Redfern**), Bourke St (**Mascot**), Botany Rd (**Botany**) to Stephen Rd (Banksmeadow).

From Banksmeadow (Stephen Rd) (at Botany Rd) via reverse route to Elizabeth St, then Redfern St, Chalmers St, Elizabeth St to Martin Pl (City).

City (Martin Pl or Spring St) – Banksmeadow (Discovery Cove)

Alteration

By November 2002: Extended in Banksmeadow from Stephen Rd via Botany Rd to Discovery Cove Business Park. Reverse on return.

City (Railway Square) – Banksmeadow (Discovery Cove)

Alteration

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

Timetable Summary

22 June 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
309: Botany (Chelmsford Av)-Matrville†	55CP Fr Matra 15B 50C	M-F	Matrville	5.02amC	Bunnerong PH	4.02pmC	A	
			Circular Quay	5.55amP	Circular Quay	6.18pmM		
					Chelmsford Av	1.41amM		
		Sat	Chelmsford Av	4.45amM		1.41amM	20	
		Sun	Matrville	5.38amB		12.32amM	20	

Off-peak, night & weekend trips connected with Circular Quay trams at Botany (Chelmsford Av).

* More frequent in peak hours.

† Extended to City (Circular Quay) in peak hours. Selected peak hour trips ran City (Circular Quay)-Bunnerong Power House.

A – Peak hours, City (Circular Quay)-Matrville (selected trip extended to Bunnerong Power House). Day & night, Botany (Chelmsford Av)-Matrville 20. Night, Botany (Chelmsford Av)-Matrville.

B – To Botany (Chelmsford Av).

C – To City (Circular Quay).

CP – City (Circular Quay)-Bunnerong Power House.

M – To Matrville.

P – To Bunnerong Power House.

14 July 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
309: City (Macquarie St)-Matrville	49	M-F	Matrville	6.15am	Macquarie St	5.02pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

7 February 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
309: City (Macquarie St or Circular Quay)-Botany-Matrville	Fr City 35B 47M	M-F	Matrville	6.15am	Macquarie St	5.04pm	Ph	
		Sat						
		Sun	Chelmsford Av	6.19am	Circular Quay	11.24pm	20	A

* More frequent in peak hours.

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

B – To Botany (Chelmsford Av).

M – To Matrville (Moorina Av).

20 April 1961

City – Botany routes

309, 310

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
309: City (Circular Quay)-Botany-Matraville†	Fr C/Quay 50M 56P Suns: 50E 54L	M-F	Matraville	4.59amC	Circular Quay	5.37pmP	A	
			Circular Quay	6.02amN		11.42pmM		
		Sat	Matraville	5.01amC		1.03amM	20	D
		Sun		5.36amC	Botany Cem	5.53pmC	F	
			Circular Quay	11.02amE 12.02pmL	La Perouse Circular Quay	6.04pmC 11.22pmM		
310: City (Circular Quay)-Botany-Kingsford	Fr Kings 16B 52C	M-F	Circular Quay	6.34amK	Kingsford	6.52pmC	G	
					Botany	12.00mnK		
		Sat	Kingsford	6.19amC	Circular Quay	12.38pmK	H	
					Kingsford	11.34pmB		
		Sun	Botany	6.53amK	Botany	10.56pmK	40	I

Average day frequencies along common route:

M-F City (Circular Quay)-Botany (309, 310) 10.
Sat AM City (Circular Quay)-Botany (309, 310) 6-10.
Sat PM City (Circular Quay)-Botany (309) 20.
Sun City (Circular Quay)-Botany (309) 20.

* More frequent in peak hours.

† Selected trips extended to Phillip Bay or Bunnerong Power House in peak hours. Selected trips extended to Botany Cemetery, Prince Henry Hospital or La Perouse on Sunday afternoons.

A – Peak hours, City (Circular Quay)-Matraville (& various frequent short-workings), selected trips extended from Matraville to Phillip Bay or Bunnerong Power House. Day, City (Circular Quay)-Matraville 20. Plus short-working/s before first trip & after last trip shown.

B – To Botany.

C – To City (Circular Quay).

D – Additional trips in morning, City (Circular Quay)-Mascot (Lords Rd) or Botany. Plus short-working/s before first trip & after last trip shown.

E – To Botany Cemetery.

F – Morning, City (Circular Quay)-Matraville 30. Afternoon, City (Circular Quay)-Matraville 20, City (Circular Quay)-Botany Cemetery 20/40, City (Circular Quay)-La Perouse 60 (1 trip to Prince Henry Hospital instead of La Perouse). Night, City (Circular Quay)-Matraville.

G – Peak hours & day, City (Circular Quay)-Kingsford 20*. Night, Botany-Kingsford. Plus short-working/s before first trip & after last trip shown. Selected trips through-routed with 338.

H – Morning, City (Circular Quay)-Kingsford 20. Afternoon, Botany-Kingsford 30. Night, Botany-Kingsford. Plus short-working/s before first trip shown.

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

K – To Kingsford.

L – To La Perouse.

M – To Matraville (Moorina Av).

N – To Bunnerong Power House.

P – To Phillip Bay.

7 October 1984

City – Botany routes

309, 310

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
309: City (Circular Quay)-Botany-Matraville†	Fr C/Quay 53M 56P Suns: 50E 54L	M-F	Matraville	4.58amC	Circular Quay	6.44pmP	A	
			Circular Quay	5.51amP		12.12amM		
		Sat	Matraville	5.01amC		1.05amM	AM 20	
		Sun		5.34amC	Botany Cem	4.57pmC	F	
			Circular Quay	7.00amE 12.14pmL	La Perouse Circular Quay	5.53pmC 11.12pmM		
310: City (Circular Quay)-Botany-Kingsford	Fr Kings 17B 57C	M-F	Kingsford	6.28amC	Circular Quay	6.47pmK	G	
					Botany	11.25pmK		
		Sat		6.14amC	Circular Quay	5.49pmK	H	
					Kingsford	11.25pmB		
		Sun		7.30amB		10.25pmB	40	

Average day frequencies along common route:

M-F City (Circular Quay)-Botany (309, 310) 10.
Sat AM City (Circular Quay)-Botany (309, 310) 10.
Sat PM City (Circular Quay)-Botany (309, 310) 15.
Sun City (Circular Quay)-Botany (309) 20.

* More frequent in peak hours.

† Selected trips extended to Phillip Bay, Botany Cemetery or Bunnerong Power House in peak hours. Selected trips extended to Botany Cemetery, Prince Henry Hospital or La Perouse on Sunday afternoons.

A – Peak hours, City (Circular Quay)-Matraville (& various frequent short-workings), selected trips extended from Matraville to Phillip Bay or Bunnerong Power House. Day, City (Circular Quay)-Matraville 20. Extra trip Friday night. Plus short-working/s before first trip & after last trip shown.

B – To Botany.

C – To City (Circular Quay).

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

E – To Botany Cemetery.

F – Morning, City (Circular Quay)-Matraville 30, plus early morning trip City (Circular Quay)-Botany Cemetery. Afternoon, City (Circular Quay)-Matraville 30, City (Circular Quay)-Botany Cemetery 20/40, City (Circular Quay)-La Perouse 60 (1 trip to Prince Henry Hospital instead of La Perouse). Night, City (Circular Quay)-Matraville. Plus short-working/s before first trip shown.

G – Peak hours & day, City (Circular Quay)-Kingsford 20*. Night, Botany-Kingsford. Plus short-working/s before first trip & after last trip shown. Selected trips through-routed with 338.

H – Morning, City (Circular Quay)-Kingsford 20. Afternoon, City (Circular Quay)-Kingsford 30. Night, Botany-Kingsford. Plus short-working/s after last trip shown.

K – To Kingsford.

L – To La Perouse.

M – To Matraville (Moorina Av).

P – To Phillip Bay.

23 June 2002

City – Botany routes

309, L09, X09, 310, X10

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
309: City (Circular Quay)-Botany-Port Botany	Fr C/Quay 56M 63D	M-F	Circular Quay	5.20amD	Pt Botany Dep	11.36pmC	A	
		Sat	Matrville	4.29amC		11.36pmC	B	
			Circular Quay	5.22amD				
		Sun	Matrville	5.29amC		11.36pmC	E	
			Circular Quay	6.20amD				
L09: Redfern-Botany-Port Botany	28	M-F	Redfern	6.05am	Port Botany	5.05pm	Ph1	
		Sat						
		Sun						
X09: City (Martin Pl or Spring St)-Botany-Banksmeadow	39	M-F	Banksmeadow	7.23am	Spring St	6.07pm	Ph2	
		Sat						
		Sun						
310: City (Circular Quay)-Botany-Eastgardens	58	M-F	Eastgardens	5.42am	Circular Quay	11.10pm	20*	
		Sat		6.17am		11.10pm	20	
		Sun	Circular Quay	7.19am		11.10pm	30	
X10: City (Spring St)-Botany-Eastgardens	53	M-F	Spring St	4.38pm	Spring St	5.47pm	Ph3	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City (Circular Quay)-Botany (309, 310) 10.
 Sat City (Circular Quay)-Botany (309, 310) 10.
 Sun City (Circular Quay)-Botany (309, 310) 15.

* More frequent in peak hours.

A – Early morning, from City (Circular Quay) to Port Botany Depot, from Matrville to City (Circular Quay). Peak hours, City (Circular Quay)-Matrville or Port Botany Depot. Day, City (Circular Quay)-Matrville Hotel 20, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matrville, from Port Botany Depot to City (Circular Quay). Extra trip Friday night. Plus short-working/s before first trip shown.

B – Early morning, from City (Circular Quay) to Port Botany Depot, from Matrville to City (Circular Quay). Day, City (Circular Quay)-Matrville Hotel 20, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matrville, from Port Botany Depot to City (Circular Quay). Plus short-working/s before first trip shown.

C – To City (Circular Quay).

D – To Port Botany Depot.

E – Early morning, from City (Circular Quay) to Port Botany Depot, from Matrville to City (Circular Quay). Day, City (Circular Quay)-Matrville Hotel 30, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matrville, from Port Botany Depot to City (Circular Quay). Plus short-working/s before first trip shown.

M – To Matrville (Moorina Av).

Ph1 – Peak hours only (morning from Redfern, afternoon from Port Botany).

Ph2 – Peak hours only (morning from Banksmeadow to City (Martin Pl), afternoon from City (Spring St) to Banksmeadow).

Ph3 – Afternoon peak hour only (from City (Spring St)).

4 October 2015

City – Botany routes

309, L09, X09, 310, X10

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
309: City (Railway Square)-Botany-Port Botany		M-F	Pt Botany Dep	4.18amR	Pt Botany Dep	11.34pmR	A	
					Railway Sq	12.24amM		
		Sat	Railway Sq	4.15amD	Pt Botany Dep	11.34pmR	B	
					Railway Sq	1.24amM		
		Sun		5.43amD	Pt Botany Dep	11.36pmR	C	
					Railway Sq	12.24amM		
L09: Redfern-Botany-Port Botany	22	M-F	Redfern	6.08am	Port Botany	5.07pm	Ph1	
		Sat						
		Sun						
X09: City (Railway Square)-Botany-Banksmeadow	37	M-F	Banksmeadow	7.11am	Spring St	6.00pm	Ph2	
		Sat						
		Sun						
310: City (Railway Square)-Botany-Eastgardens	48	M-F	Railway Sq	5.20am	Railway Sq	11.24pm	20*	
		Sat	Eastgardens	6.09am		11.24pm	20	
		Sun		7.25am		11.24pm	30	
X10: City (Railway Square)-Botany-Eastgardens	30	M-F	Eastgardens	6.53am	Railway Sq	6.24pm	Ph3	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City (Circular Quay)-Botany (309, 310) 10.
 Sat City (Circular Quay)-Botany (309, 310) 10.
 Sun City (Circular Quay)-Botany (309, 310) 15.

* More frequent in peak hours.

A – Early morning, from City (Circular Quay) to Port Botany Depot, from Matraville to City (Circular Quay). Peak hours, City (Railway Square)-Matraville or Port Botany Depot. Day, City (Circular Quay)-Matraville Hotel 20, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matraville, from Port Botany Depot to City (Circular Quay). Extra trip Friday night.

B – Early morning, from City (Circular Quay) to Port Botany Depot, from Matraville to City (Circular Quay). Day, City (Circular Quay)-Matraville Hotel 20, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matraville, from Port Botany Depot to City (Circular Quay).

C – Early morning, from City (Circular Quay) to Port Botany Depot, from Matraville to City (Circular Quay). Day, City (Circular Quay)-Matraville Hotel 30, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matraville, from Port Botany Depot to City (Circular Quay).

D – To Port Botany Depot

M – To Matraville (Moorina Av).

Ph1 – Peak hours only (morning from Redfern, afternoon from Port Botany).

Ph2 – Peak hours only (morning from Banksmeadow, afternoon from City (Railway Square)).

Ph3 – Peak hours only (morning from Eastgardens, afternoon from City (Railway Square)).

R – To City (Railway Square).

2 December 2018

City – Botany routes

309, 309X, 310X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
309: City (Railway Square)-Banksmeadow†	41	M-F	Banksmeadow	4.31am	Railway Sq	12.37am	12*	A
		Sat		4.31am		1.37am	12	
		Sun		5.32am		12.38am	12	
309X: City (Railway Square)-Port Botany	32	M-F	Railway Sq	5.54am	Port Botany	5.31pm	Ph1	
		Sat						
		Sun						
310X: City (Railway Square)-Banksmeadow‡	35	M-F	Banksmeadow	6.30am	Railway Sq	6.42pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

† Via Botany Rd.

‡ Via Swinbourne St.

A – Extra trip Friday night.

Ph1 – Peak hours only (morning from City (Railway Square), afternoon from Port Botany).

Ph2 – Peak hours only (mornings from Banksmeadow, afternoon from City (Railway Square)).

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
309: Redfern-Matraville-Port Botany Depot	Fr Red 41M 47P	M-F	Pt Botany Dep	4.16am	Redfern	12.54am	A	
		Sat		4.16am		1.14am	B	
		Sun		4.46am		12.54am	B	

* More frequent in peak hours.

A – Day, Redfern – Matraville 10, Redfern – Port Botany Depot 20. Night, Redfern – Port Botany Depot. Extra trips in peak hours, Redfern – Banksmeadow (Discovery Cove). Extra trip Friday night.

B – Day, Redfern – Matraville 10, Redfern – Port Botany Depot 20. Night, Redfern – Port Botany Depot.

M – To Matraville.

P – To Port Botany Depot.

Route 310

CITY (Central Railway) – CLOVELLY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 10.

Streets

Followed tram line as closely as possible.

Route 310

CITY (various termini) – BOTANY – PAGEWOOD – KINGSFORD ■

Route X10

CITY (various termini) – BOTANY – EASTGARDENS (EXPRESS) ■

Route 310X

CITY (Railway Square) – BANKSMEADOW (Discovery Cove) via Swinbourne St (EXPRESS) ■

Timeline

24 October 1960: As part of replacement of Circular Quay – Botany (Chelmsford Av) tram service:

- 310 full time service commenced by Department of Government Transport:
City (Circular Quay) – Botany – Kingsford (daytime weekdays & Saturday mornings)
Botany Town Hall – Kingsford (at other times), connecting with 309 City (Circular Quay) buses at Botany Town Hall.
- Shared City (Circular Quay) – Botany Town Hall with 309.
- Shared Botany Town Hall – Kingsford with 338.
- Selected peak hour trips on 310 & 338 formed a combined peak hour loop, 310/338 City (Circular Quay) – Botany – Kingsford – City (Macquarie St).

14 February 1966: Shoppers trips extended from Botany to Banksmeadow shops (details?, when ceased?).

7 October 1984: Saturday afternoon service extended to run City (Circular Quay) – Botany – Kingsford.

19 October 1987: Rerouted via Eastgardens, as part of the rearrangement of routes following the opening of Westfield Eastgardens in September 1987.

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

- Rearranged as:
City (Circular Quay) – Botany – Eastgardens – Kingsford (peak hours)
City (Circular Quay) – Botany – Eastgardens (daytime Mondays-Saturdays)
Botany – Eastgardens (nights & Sundays).
- Replaced 338.

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

- X10 commenced. City termini at Martin Pl (arriving) or Spring St (departing).
- 310 night service extended to run City (Circular Quay) – Botany – Eastgardens.
- Peak hour extension of 310 from Eastgardens to Kingsford ceased, making route of 310 City (Circular Quay) – Botany – Eastgardens at all times.

1 January 2005: Became part of Contract Region 9.

4 October 2015: City terminus of 310 & X10 altered to Railway Square as a result of light rail construction in George St, City/new CBD bus network.

2 December 2018: 310 & X10 ceased as part of the Green Square/Waterloo Transport Action Plan:

- Between City & Botany replaced by increased frequency on 309.
- Between Botany & Eastgardens replaced by new 307 (full time) & 310X (peak hours).
- 310X peak hour service commenced, replacing parts of 309, X09, 310 & X10.

5 December 2021: 310X replaced by new 310 (*see next entry*) as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.

Streets

Route 310

City (Circular Quay) – Botany – Kingsford

From 24 October 1960 (based on 20 April 1961 timetable)

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Randle St, Chalmers St, Redfern St (Redfern), Regent St, Botany Rd (Mascot), Banksia St (Botany), William St, Swinbourne St, Stephen Rd, former level crossing, Ocean St, Page St, Maroubra Bay [now Heffron] Rd (Pagewood), Bunnerong Rd to Nine Ways (Kingsford).

From Kingsford (Nine Ways) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Trips from Kingsford terminating at Botany: From Banksia St via Daniel St, Bay St to Botany Rd. Return via Botany Rd, Banksia St.

Alterations

- **From 25 February 1969:** Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St. Return from Redfern St via Chalmers St, Randle St, Elizabeth St.
- **By 30 January 1980 (Summer Saturday afternoons & Sundays):** From Botany (Bay St) via Botany Rd, Banksia St, Daniel St, Bay St (Botany Pool), Jasmine St, Banksia St. Return from Banksia St via Jasmine St, Bay St.
- **By 30 January 1980:** Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St, Redfern St. Return from Redfern St via Chalmers St, Elizabeth St.
- **By September 1980:** Ex City (Circular Quay) from Elizabeth St direct to Redfern St. Unaltered on return.
- **From 19 October 1987:** Ex City (Circular Quay) from Page St via Wentworth Av, Bunnerong Rd. Return from Bunnerong Rd via Westfield Dr, Banks Av, Wentworth Av, Page St.
- **From 11 September 1988:** To approach City (Circular Quay) from Phillip St via Bent St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St.
- **From 9 September 1991:** Ex City (Circular Quay) from Page St via Heffron Rd, Banks Av, Wentworth Av, Bunnerong Rd. Return from Bunnerong Rd via Westfield Dr, Banks Av, Heffron Rd.
- **From 9 September 1991 (trips terminating at Eastgardens):** Ex City (Circular Quay) from Wentworth Av to Eastgardens bus terminal. Return via Wentworth Av, Bunnerong Rd, Westfield Dr.
- **By January 1993:** Ex Kingsford from Botany Rd via Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St. Unaltered on return.
- **By March 2001:** To approach City from Elizabeth St via Phillip St to Circular Quay. Return via Alfred St, Young St, Bridge St, Pitt St.

City (Circular Quay) – Botany – Eastgardens

Alterations

- **From 23 June 2002:** All trips terminated at Eastgardens bus terminal.
- **By March 2008:** To approach Eastgardens from Heffron Rd via Bunnerong Rd to bus terminal Reverse on return.

City (Railway Square) – Botany – Eastgardens

Alteration

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

Route X10

City (Martin Pl or Spring St) – Eastgardens

From 23 June 2002

From City (Spring St) (at Pitt St) via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St (**Redfern**), Bourke St (**Mascot**), Botany Rd (**Mascot**), Banksia St, William St, Swinbourne St, Stephen Rd, Page St, Heffron Rd (**Pagewood**), Banks Av, Wentworth Av to Eastgardens bus terminal.

From Eastgardens (bus terminal) via Bunnerong Rd, Westfield Dr, Banks Av, then reverse route to Elizabeth St, then Redfern St, Chalmers St, Elizabeth St to Martin Pl (City).

Alteration

By March 2008: To approach Eastgardens from Heffron Rd via Bunnerong Rd to bus terminal Reverse on return.

City (Railway Square) – Eastgardens

Alteration

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

Route 310X

City (Railway Square) – Banksmeadow (Discovery Cove)

From 2 December 2018

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Bourke St, Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany**), Banksia St, William St, Swinbourne St, Stephen Rd, Botany Rd to Discovery Cove Business Park (Banksmeadow).

From Banksmeadow (Discovery Cove) (Botany Rd at Business Park) via reverse route to Bourke St, then Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

Timetable Summary

See 309

Route 310

CITY (Railway Sq) – BOTANY (Swinbourne St)

Timeline

5 December 2021: Peak hour route commenced by State Transit Authority as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20, replacing 310X. Shared Redfern – Botany with 309. **Part of Contract Region 9.**

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

From 5 December 2021

From City (Railway Sq) via Pitt St, Eddy Av, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd (**Mascot**), Banksia St (**Botany**), William St, Swinbourne St to Stephen Rd (Botany).

From Botany (Swinbourne St) (at Stephen Rd) via reverse route to Redfern St, then Chalmers St, Randle St, Elizabeth St, Eddy Av, Pitt St to Railway Sq (City).

Timetable Summary

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Sq)- Botany (Swinbourne St)	37	M-F	Swinbourne St	6.35am	Railway Sq	6.46pm	Ph	
		Sat						
		Sun						

Ph – Peak hours (morning, alternate trips from Botany (Swinbourne St) & Botany (Bay St), afternoon from City (Railway Sq) alternately to Botany (Bay St) & Botany (Swinbourne St)).

Route 311

CITY (various termini) – WOOLLOOMOOLOO – ELIZABETH BAY

Timeline

18 March 1946: New route City (Wynyard) – City (St James Station) commenced by Department of Road Transport & Tramways, running during daylight hours on weekdays and on Saturday mornings.

15 April 1946:

- Extended in City from St James Station along Prince Albert Rd.
- Saturday service ceased.

7 March 1949:

- Extended from City (Prince Albert Rd) to Elizabeth Bay via Woolloomooloo & Potts Point.
- Hours of service extended to run full time Mondays-Saturdays.

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

- Part of route between City (Wynyard) & Kings Cross via Woolloomooloo replaced by 312.
- Service between City (Wynyard) & Elizabeth Bay (via William St) provided by extension of 316 from Kings Cross to Elizabeth Bay.

Streets

City (Wynyard) – City (St James Station)

From 18 March 1946

From City (Wynyard) (George St at Station entrance) via Hunter St, Macquarie St to St James Station (City).

From City (St James Station) via Macquarie St, Martin Pl, George St to Wynyard Station entrance (City).

City (Wynyard) – Woolloomooloo – Elizabeth Bay

From 7 March 1949

From City (Wynyard) (George St at Station entrance) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Elizabeth Bay Rd, Onslow Av, Billyard Av, Ithaca Rd, Elizabeth Bay Rd to end (Elizabeth Bay).

From Elizabeth Bay (Elizabeth Bay Rd at end) via reverse route to Macquarie St, then Martin Pl, George St to Wynyard Station entrance (City).

Timetable Summary

7 March 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Woolloomooloo-Elizabeth Bay	18	M-F	Elizabeth Bay	7.10am	Wynyard	11.34pm	15*	A
		Sat		7.10am		11.34pm	AM 10 PM 15	A
		Sun						

* More frequent in peak hours.

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

Route 311

CITY (various termini) – WOOLLOOMOOLOO – ELIZABETH BAY – CITY (Railway Square)

Timeline

24 June 1979: Upon opening of the Eastern Suburbs Railway:

- 312 & 316 rearranged as:
 - 311 City (Wynyard) – Woolloomooloo – Elizabeth Bay (daily daytime service)
 - 312 City (Eddy Av, Central Railway) – Kings Cross – Woolloomooloo (full time service) (extended at night from Woolloomooloo to City (Wynyard), replacing 311 at that time.
- Parts of both routes shared with new 316 from 2 October 1979.
- Operated by Public Transport Commission (Bus Division).

7 October 1984: 311, 312 & 316 (City (Eddy Av, Central Railway) – Elizabeth Bay) rearranged as:

- 311 City (Wynyard) – Woolloomooloo – Elizabeth Bay – City (Railway Square) (full time service)
- 312 Darlinghurst – Woolloomooloo – City (Wynyard) (limited morning peak hour service, *from* Darlinghurst only).

30 October 1986: Remaining 312 trips renumbered 311.

8 February 1987: Northern end of City terminus altered to Circular Quay (Loftus St).

23 June 2002: Northern end of City terminus altered to Gresham St.

By 1 December 2002: Northern end of City terminus altered to Circular Quay (Young St).

1 January 2005: Became part of Contract Region 9.

By 26 April 2009: Northern end of City terminus altered to Gresham St.

28 October 2012: Northern end of City terminus altered to Millers Point, originally on trial.

4 October 2015: Northern end of City terminus remained at Millers Point, but rerouted in City as a result of light rail construction in George St, City/new CBD bus network.

5 December 2021: Southern City terminus altered to Belmore Park as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

City (Wynyard) – Woolloomooloo – Elizabeth Bay

From 25 June 1979

From City (Wynyard) (Hunter St at George St) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (Elizabeth Bay).

From Elizabeth Bay (Elizabeth Bay Rd at end) via Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd, then reverse route to Macquarie St, then Bridge St, George St, Hunter St to near George St (Wynyard, City).

City (Wynyard) – Woolloomooloo – Elizabeth Bay – City (Railway Square)

From 7 October 1984

From City (Wynyard) (Hunter St at George St) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (**Elizabeth Bay**), then Elizabeth Bay Rd, Greenknowe Av, Macleay St, Darlinghurst Rd (**Kings Cross**), Victoria St, Burton St, Darlinghurst Rd, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Macleay St, Greenknowe Av, Elizabeth Bay Rd to end (**Elizabeth Bay**), then Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Greenknowe Av, then reverse route to Macquarie St, then Bridge St, George St, Hunter St to George St (Wynyard, City).

Alterations

- *From 28 October 1984:* Ex City (Railway Square) from Macquarie St via Bent St, Phillip St, Bridge St.
- *By March 1986:* Either direction, from Greenknowe Av via Elizabeth Bay Rd to end, then Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Greenknowe Av.

City (Circular Quay) – Woolloomooloo – Elizabeth Bay – City (Railway Square)

Alteration

From 8 February 1987 (opening of Pitt St pedestrian mall): Ex City (Railway Square) from Bent St via Loftus St to Circular Quay. Return from Alfred St at Pitt St via Pitt St, Hunter St, Macquarie St.

By 4 August 1991

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Park St, Haig Av, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (**Elizabeth Bay**), then Elizabeth Bay Rd, Greenknowe Av, Macleay St, Darlinghurst Rd (**Kings Cross**), Victoria St, Burton St, Bourke St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St, Darlinghurst Rd, Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (**Elizabeth Bay**), then Elizabeth Bay Rd, Greenknowe Av, Macleay St, then reverse route to Haig Av, then Boomerang St, William St, Park St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

Alterations

- *From 9 May 1992 (Kings Cross diversion, Friday & Saturday nights after 9.00pm):* Ex City (Circular Quay) from Onslow Av via Elizabeth Bay Rd, Ward Av, Craigend St, Darlinghurst Rd. Return from Darlinghurst Rd via Kings Cross Rd, Ward Av, Elizabeth Bay Rd.
- *By 12 October 1995:* Ex City (Railway Square) from Haig Av via Boomerang St, College St, Park St. Unaltered on return.

City (Gresham St) – Woolloomooloo – Elizabeth Bay – City (Railway Square)

Alteration

From 23 June 2002: Ex City (Railway Square) from Cowper Wharf Roadway via Bourke St, William St, Park St, Elizabeth St, Phillip St, Bent St, Spring St, Gresham St. Return from Gresham St via Bridge St, Pitt St, Hunter St, Elizabeth St, then reverse route.

City (Circular Quay) – Woolloomooloo – Elizabeth Bay – City (Railway Square)

Alterations

- *By 1 December 2002:* To approach northern City terminus from Phillip St via Bridge St, Young St to Circular Quay. Return via Alfred St, Phillip St.
- *By 12 March 2006:* Ex City (Circular Quay) from William St via Crown St, Cathedral St, Bourke St. Reverse on return.

City (Gresham St) – Woolloomooloo – Elizabeth Bay – City (Railway Square)

Alterations

- **By 26 April 2009:** To approach City from Phillip St via Bent St, Loftus St, Bridge St, Gresham St. Return via Spring St, Pitt St.
- **From 26 April 2009:** Either direction from Macleay St/Greenknowe Av via Elizabeth Bay Rd to end, then Elizabeth Bay Rd, Greenknowe Av to Macleay St.

City (Millers Point) – Woolloomooloo – Elizabeth Bay – City (Railway Square)

Alterations

- **By 28 October 2012:** Ex City (Railway Square) extended from Loftus St via Alfred St, George St, Lower Fort St, Argyle St to Watson Rd (Millers Point). Return via Argyle Pl, Lower Fort St, George St, Alfred St, Pitt St.
- **By 28 October 2012 (The Rocks diversion - weekends during markets):** From Millers Point via Argyle Pl, Argyle St, Harrington St, Grosvenor St, George St, Bridge St, Pitt St. Return from Loftus St via Bridge St, then reverse route to Argyle St to Millers Point.
- **From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):** To approach City from Park St via Druitt St, Clarence St, Market St, Kent St, Napoleon St, Hickson Rd, Towns Pl, Dalgety Rd, Argyle Pl to Lower Fort St (Millers Point). Return from Argyle St at Watson Rd via Argyle Pl, Dalgety Rd, Towns Pl, Hickson Rd, Erskine St, York St, Druitt St, Park St.

City (Millers Point) – Woolloomooloo – Elizabeth Bay – City (Belmore Park)

Alteration

From 5 December 2021: Approach to City from Elizabeth St via Hay St, Pitt St, Eddy Av to Belmore Park. Return via Elizabeth St.

Timetable Summary

25 June 1979

See also 312

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Woolloomooloo-Elizabeth Bay	18	M-F	Wynyard	6.54am	Elizabeth Bay	7.05pm	15*	A
		Sat		6.30am		6.17pm	AM 15 PM 30	B
		Sun		7.47am		6.17pm	30	C

* More frequent in peak hours.

A – Night service provided by 312. Plus short-working/s before first trip shown. Extra trips Thursday night.

B – Night service provided by 312. Plus short-working/s before first trip shown.

C – Night service provided by 312.

7 October 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Elizabeth Bay-City (Railway Square)	38	M-F	Wynyard	6.52am	Wynyard	10.57pm	20*	A
		Sat	Railway Sq	6.42am		10.57pm	AM 20 PM 30	A
		Sun		7.45am		10.57pm	30	

* More frequent in peak hours.

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

8 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Elizabeth Bay-City (Railway Square)	39	M-F	Circular Quay	6.50am	Circular Quay	10.56pm	20*	A
		Sat	Railway Sq	6.42am		10.56pm	AM 20 PM 30	A
		Sun		7.45am		10.56pm	30	

* More frequent in peak hours.

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

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Gresham St)- Elizabeth Bay-City (Railway Square)	44	M-F	Railway Sq	6.05am	Gresham St	11.46pm	30*	
		Sat		6.40am		11.46pm	30	A
		Sun		7.35am		11.02pm	30	

* More frequent in peak hours.

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

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Millers Point)- Elizabeth Bay-City (Railway Square)	48	M-F	Railway Sq	6.03am	Millers Point	12.00mn	30*	
		Sat		6.03am		12.00mn	30	
		Sun		5.57am	Railway Sq	11.17pm	30	

* More frequent in peak hours.

Route 312

CITY (Wynyard) – BLIND INSTITUTE (INDUSTRIAL) ■

Timeline

12 December 1948: Unnumbered peak hour service commenced by Department of Road Transport & Tramways.

2 May 1949: Numbered 312.

After 1 February 1957: Renumbered 012.

Route 312

CITY (various termini) – WOOLLOOMOOLOO – KINGS CROSS – CITY (Eddy Av, Central Railway) ■

Timeline

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

- New route, City (Wynyard) – Kings Cross – City (Eddy Av, Central Railway) commenced by Department of Government Transport.
- Replaced 311 between City (Wynyard) & Kings Cross via Woolloomooloo & 304 between City (Eddy Av, Central Railway) & Kings Cross.

26 November 1962: Weekday daytime service divided into two:

City (Eddy Av, Central Railway) – Woolloomooloo

City (Wynyard) – Kings Cross.

25 June 1979: Upon opening of the Eastern Suburbs Railway, 312 & 316 (City (Wynyard) – Elizabeth Bay via William St) rearranged as:

311 City (Wynyard) – Woolloomooloo – Elizabeth Bay (daily daytime service)

312 City (Eddy Av, Central Railway) – Kings Cross – Woolloomooloo (full time service) (extended at night from Woolloomooloo to City (Wynyard), replacing 311 at that time.

7 October 1984: 311, 312 & 316 (City (Eddy Av, Central Railway) – Elizabeth Bay) rearranged as:
 311 City (Wynyard) – Woolloomooloo – Elizabeth Bay – Railway Square (full time service)
 312 Darlinghurst – Woolloomooloo – City (Wynyard) (limited morning peak hour service, *from* Darlinghurst only).
31 October 1986: Ceased. 311 provided all service.

Streets

City (Wynyard) – Kings Cross – City (Eddy Av, Central Railway)

From 10 July 1960 (based on 26 June 1961 timetable)

From City (Wynyard) (George St at Hunter St) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Haig Av, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Darlinghurst Rd (**Kings Cross**), Victoria St, Liverpool St, Darlinghurst Rd (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av to Central Railway (City).

From City (Eddy Av, Central Railway) via reverse route to Oxford St, then Darlinghurst Rd, Macleay St, then reverse route to Sir John Young Cr, then St Marys Rd, Prince Albert Rd, Queens Square, Macquarie St, Martin Pl, George St to Wynyard (City).

Alterations

- **By 31 October 1965:** From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St. Unaltered on return.
- **By 29 August 1970:** To approach City (Wynyard) from Martin Pl via Phillip St, Bridge St, George St, Hunter St to near George St (Wynyard). Return via Hunter St.
- **By 22 May 1972:** To approach City (Wynyard) from Macquarie St via Bridge St, George St, Hunter St to George St (Wynyard). Return via Hunter St.
- **By 24 July 1978:** Ex City (Eddy Av, Central Railway) from Sir John Young Cr via Haig Av, Boomerang St, College St, Prince Albert Rd. Unaltered on return.

City (Eddy Av, Central Railway) – Woolloomooloo (extended to City (Wynyard) at night)

From 24 June 1979

From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St (**Potts Point**), Cowper Wharf Roadway to near Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via Wylde St, Macleay St, Darlinghurst Rd, Victoria St, Burton St, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av to Central Railway (City).

City (Wynyard) extension (nights): From Woolloomooloo via Cowper Wharf Roadway, Lincoln Cr, Sir John Young Cr, Haig Av, Boomerang St, College St, Prince Albert Rd, Queens Square, Macquarie St, Bridge St, George St, Hunter St to near George St. Return via Hunter St, Macquarie St, then reverse route to Woolloomooloo.

Darlinghurst – Woolloomooloo – City (Wynyard)

From 7 October 1984

From Darlinghurst (Oxford St at Bourke St) via Oxford St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St (**Potts Point**), Cowper Wharf Roadway, Lincoln Cr, Sir John Young Cr, Haig Av, Boomerang St, College St, Prince Albert Rd, Macquarie St, Bent St, Phillip St, Bridge St, George St, Hunter St to George St (City (Wynyard)).

Timetable Summary

26 June 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Woolloomooloo-City (Eddy Av, Central Railway)	24	M-F	Wynyard	7.06am	Eddy Av	11.22pm	15*	A
		Sat	Eddy Av	7.12am		11.18pm	AM 15 PM 30	A
		Sun		7.18am	Wynyard	10.42pm	30	B

* More frequent in peak hours.

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

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

31 October 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Woolloomooloo-City (Eddy Av, Central Railway)	15EW 13YK	M-F	Wool'mooloo	6.40amE	Eddy Av	11.22pmY	A	
			Kings Cross	6.50amY				
		Sat	Eddy Av	7.12amY		11.18pmY	AM 15 PM 30	B
		Sun		7.18amY		10.48pmY	30	

* More frequent in peak hours.

A – Day, 2 separate services: City (Eddy Av, Central Railway)-Woolloomooloo 15-20, & City (Wynyard)-Kings Cross 15. Night, through service, City (Eddy Av, Central Railway)-Kings Cross-Woolloomooloo-City (Wynyard). Plus short-working/s before first trip & after last trip shown.

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

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

EW – City (Eddy Av, Central Railway)-Woolloomooloo.

Y – To City (Wynyard).

YK – City (Wynyard)-Kings Cross.

24 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Woolloomooloo†		M-F	Wool'mooloo	6.40amE	Wynyard	11.17pmE	22*	A
			Eddy Av	6.06pmY				
		Sat	Wool'mooloo	6.18amE	Eddy Av	10.48pmY	AM 15 PM 30	B
			Eddy Av	6.06pmY				
		Sun	Eddy Av	7.18amW 6.18pmY	Wynyard	11.00pmE	30	

* More frequent in peak hours.

† Extended to City (Wynyard) at night.

A – Day, City (Eddy Av, Central Railway)-Woolloomooloo. Night, City (Eddy Av, Central Railway)-City (Wynyard). Plus short-working/s before first trip shown.

B – Day, City (Eddy Av, Central Railway)-Woolloomooloo. Night, City (Eddy Av, Central Railway)-City (Wynyard). Plus short-working/s before first trip & after last trip shown.

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

W – To Woolloomooloo.

Y – To City (Wynyard).

7 October 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Darlinghurst-Woolloomooloo-City (Wynyard)	22	M-F	Darlinghurst	6.26am	Darlinghurst	8.14am	Ph	
		Sat						
		Sun						

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

Route 312

CITY (St James Station) – GARDEN ISLAND (east side)■

DARLINGHURST – GARDEN ISLAND (east side)■

- **Extended from Darlinghurst to City (Railway Square) (afternoon peak hour)**

Timeline

5 August 1990:

- Darlinghurst – Garden Island (east side) (afternoon trips extended to City (Railway Square)) peak hour service renumbered from 091, as part of general reorganisation of Eastern Suburbs routes.
- Shared route with 311.
- Operated by State Transit Authority.

By 6 April 1997:

- Extra peak hour route, City (St James Station) – Garden Island (east side) renumbered from 093. Shared part of route with 311.
- Afternoon service reduced to limited service & curtailed to run Garden Island (east side) – Darlinghurst (*not* to City (Railway Square)).

1 January 2005: Became part of Contract Region 9.

By 12 March 2006: Ceased. 311 provided all service.

Streets

Darlinghurst – Garden Island (east side)

From 5 August 1990

From Darlinghurst (Taylor Square) via Oxford St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St (**Potts Point**), Garden Island internal roads to east side (Garden Island).

From Garden Island (east side) via reverse route to Macleay St, then Darlinghurst Rd, Victoria St, Burton St, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

City (St James Station) – Garden Island (east side)

By 6 April 1997

From City (St James Station) via Prince Albert Rd, College St, Haig Av, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Garden Island internal roads to east side (Garden Island).

From Garden Island (east side) via reverse route to Haig Av, then Boomerang St [former street], College St, Prince Albert Rd to St James Station (City).

Alteration

By 23 June 2002: From City (St James Station) via Prince Albert Rd, College St, William St, Bourke St, Cowper Wharf Roadway. Reverse on return.

Timetable Summary

5 August 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Darlinghurst-Garden Island (east side)†	12DG	M-F	Darlinghurst	6.42amG	Garden Island	4.12pmR	Ph	
		Sat						
		Sun						

† Extended from Darlinghurst to City (Railway Square) in afternoon peak hour.

DG – Darlinghurst-Garden Island.

G – To Garden Island.

Ph – Peak hours only (morning from Darlinghurst to Garden Island, afternoon from Garden Island to City (Railway Square)).

R – To City (Railway Square).

By 6 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (St James Station)-Garden Island (east side)	9	M-F	St James stn	6.50am	Garden Island	4.10pm	Ph1	
		Sat						
		Sun						
Darlinghurst-Garden Island (east side)	12	M-F	Darlinghurst	7.00am	Garden Island	4.10pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from City (St James Station), afternoon from Garden Island (east side)).

Ph2 – Peak hours only (morning from Darlinghurst, afternoon from Garden Island (east side)).

Route 313

CITY (Circular Quay) – WAVERLEY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

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

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

Streets

Followed tram line as closely as possible.

Route 313

CITY (St James Station) – BELLEVUE HILL (TRAM SUPPLEMENTARY ROUTE) ■

Timeline

21 February 1949: Weekday peak hour, day & night service (supplementary to Circular Quay – North Bondi via Bondi Junction tram service) commenced by Department of Road Transport & TRamways.

17 November 1949: Hours of service reduced to after 6.00pm.

31 January 1950: Ceased. Normal tram service then provided all service.

Streets

From 21 February 1949

From City (St James Station) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Old South Head Rd, Victoria Rd to Bellevue Hill Public School.

Timetable Summary

21 February 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (St James Station)-Bellevue Hill	23	M-F	Bellevue Hill	7.00am	St James stn	11.05pm	12	
		Sat						
		Sun						

Route 313

CITY (St James Station) – BONDI JUNCTION – WAVERLEY (Gibson St)■

Timeline

21 February 1952: Weekday daytime & Saturday morning service, Bondi Junction – Waverley (Gibson St), renumbered from 244, when taken over by Department of Road Transport & Tramways from Joe Bowden.

17 December 1956 or 1 February 1957: Extended from Bondi Junction to City (St James Station).

28 February 1960: Extended to run City (Circular Quay) – Waverley (Gibson St) & renumbered 390.

Streets

Bondi Junction – Waverley (Gibson St)

From 21 February 1952

From Bondi Junction (Spring St) via Bronte Rd, Birrell St, Alfred St, Hewlett St, Murray St to Gibson St (Waverley)

From Waverley (Gibson St) (at Murray St) via reverse route to Bronte Rd, then Ebley St, Newland St, Spring St (Bondi Junction).

Timetable Summary

21 February 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Waverley (Gibson St)	10	M-F	Gibson St	7.00am	Bondi Junction	7.30pm	30*	
		Sat		7.30am		1.30pm	15	
		Sun						

* More frequent in peak hours.

18 April 1952

Day frequency on Fridays 15.

25 July 1952

Day frequency on Fridays 20 (more frequent in peak hours).

Route 313

Route X13

BONDI JUNCTION – COOGEE BEACH via Carrington Rd, Randwick (EXPRESS until 2002)

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

Timeline

25 June 1979: As part of rearrangement of routes upon opening of the Eastern Suburbs Railway, peak hour express service 313 commenced by Public Transport Commission (Bus Division).

5 August 1991: Renumbered X13.

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

- Renumbered 313 again.
- Altered to all stops.
- Times of service extended to daily daytime.

1 January 2005: Became part of Contract Region 9.

5 December 2021: Replaced part of 314 as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

From 25 June 1979

Route 313

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Carrington Rd, Coogee Bay Rd, Byron St, Carr St, Havelock Av, Arden St, Beach St [former part of street along beachfront], Dolphin St to Arden St (Coogee Beach).

From Coogee Beach (Dolphin St at Arden St) via Arden St, Havelock Av, then reverse route to Bondi Junction.

Alteration

From 25 September 1989: To approach Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

From 5 August 1991

Route X13

Same route

From 23 June 2002

Route 313

Same route

Timetable Summary

Prior to 2021

See 314

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Coogee via Carrington Rd	19	M-F	Coogee	6.10am	Bondi Junction	11.18pm	20	
		Sat		6.12am		11.18pm	20	
		Sun		7.12am		9.58pm	20	

Route 314

CITY (Circular Quay) – NORTH BONDI via Bondi Rd (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 014.

Streets

Followed tram line as closely as possible.

Route 314

CITY (various termini) – BONDI (Denham St) (TRAM SUPPLEMENTARY ROUTE) ■

Timeline

28 March 1949: Peak hour service (supplementary to Circular Quay – North Bondi via Bondi Junction tram service) commenced by Department of Road Transport & Tramways. City terminus at St James Station.

(?): Ceased. Normal tram service then provided all service.

29 May 1950: Reinstated.

4 December 1950: City terminus altered from St James Station to Macquarie St.

15 August 1952: Ceased. Normal tram service then provided all service.

Streets

City (St James Station) – Bondi (Denham St)

From 28 March 1949

From City (St James Station) (St James Rd) via Elizabeth St, Liverpool St, Oxford St (Darlinghurst, Paddington, Bondi Junction), Bondi Rd, Denham St (Bondi).

From Bondi (Denham St) via reverse route to Elizabeth St (City).

City (Macquarie St) – Bondi (Denham St)

Alteration

From 4 December 1950: Extended from Elizabeth St via (?) to Macquarie St. Return via Macquarie St, Martin Pl, Elizabeth St.

Timetable Summary

28 March 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (St James Station)-Bondi (Denham St)	23	M-F	Denham St	6.54am	St James stn	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 314

BONDI JUNCTION – RANDWICK – COOGEE BEACH■

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

Timeline

14 November 1954: Full time service commenced by Department of Government Transport, replacing Waverley Depot – Coogee Beach tram service. Shared Bondi Junction – Randwick with 315-317 at different times.

1 January 2005: Became part of Contract Region 9.

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Replaced by 313, 350, 373 & 390X.

Streets

From 14 November 1954 (based on 1 April 1957 timetable)

From Bondi Junction (Spring St) via Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, St Pauls St, Dudley St, Carr St, Beach St [former part of street along beachfront], Coogee Bay Rd, Arden St, Dolphin St to Beach St (Coogee Beach).

From Coogee Beach (Dolphin St at Beach St) via Beach St [former part of street along beachfront], Carr St, then reverse route to Bronte Rd, then Ebley St, Newland St, Spring St (Bondi Junction).

Alterations

- **From 30 October 1961:** Ex Bondi Junction from Carr St via Havelock Av, Arden St. Reverse on return.
- **By October 1965:** To approach Coogee Beach from Havelock Av via Arden St, Coogee Bay Rd, Beach St, Dolphin St. Return via Arden St, Havelock Av.
- **From 8 September 1969:** Ex Coogee Beach from Perouse Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **From 23 June 1979 (opening of Eastern Suburbs Railway):** To approach Bondi Junction from Bronte Rd via Grosvenor St to Bondi Junction Interchange. Reverse on return.
- **25 September 1989:** To approach Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

Timetable Summary

1 April 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Coogee Beach	23	M-F	Bondi Junction	5.43am	Coogee Beach	12.19am	20*	
		Sat	Coogee Beach	6.08am		12.19am	AM 12 PM 20	
		Sun	Bondi Junction	6.45am		11.42pm	AM 30 PM 20	

* More frequent in peak hours.

3 June 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Coogee Beach	23	M-F	Bondi Junction	5.42am	Coogee Beach	11.22pm	20*	
		Sat	Coogee Beach	6.15am		11.25pm	AM 15 PM 30	
		Sun	Bondi Junction	6.54am		11.22pm	30	

* More frequent in peak hours.

25 June 1979

**Bondi Junction – Coogee routes
313, 314**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
313: Bondi Junction-Coogee Beach (<i>express</i>)	17	M-F	Coogee Beach	7.23am	Bondi Junction	5.48pm	Ph	
		Sat						
		Sun						
314: Bondi Junction-Coogee Beach via Carr St	24	M-F	Coogee Beach	6.06am	Bondi Junction	11.15pm	15-20*	
		Sat		6.16am		11.15pm	AM 15 PM 30	
		Sun		7.18am		11.15pm	30	

* More frequent in peak hours.

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

5 August 1990

**Bondi Junction – Randwick – South Coogee routes
313-316**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
313: Bondi Junction-Coogee (<i>express</i>)	17	M-F	Coogee	7.23am	Bondi Junction	5.40pm	Ph	
		Sat						
		Sun						
314: Bondi Junction-Coogee via Carr St	25	M-F	Bondi Junction	5.45am	Bondi Junction	11.10pm	15-30*	A
		Sat	Coogee	6.20am		11.40pm	30	
		Sun	Bondi Junction	7.02am	Coogee	11.15pm	30	
315: Bondi Junction-South Coogee-Coogee	33	M-F	Coogee	7.27am	Coogee	5.49pm	60*	B
		Sat		7.57am		5.08pm	60	
		Sun		10.05am		5.55pm	60	
316: Bondi Jun-Sth Coogee-Maroubra Junction-Eastgardens	40	M-F	Bondi Junction	7.20am	Eastgardens	5.50pm	60	C
		Sat	Eastgardens	8.30am		4.30pm	60	D
		Sun						

Average day frequencies along common route:

M-F Bondi Junction-Randwick (314-316) 6 trips per hour.

Bondi Junction-South Coogee (315, 316) 30.

Sat Bondi Junction-Randwick (314-316) 15

Bondi Junction-South Coogee (315, 316) 30.

Sun Bondi Junction-Randwick (314, 315) 3 trips per hour.

* More frequent in peak hours.

A – Extra trip Friday night.

B – Extra trips Thursday & Friday nights.

C – Extra trips Thursday & Friday nights. Plus short-working/s before first trip shown.

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

23 June 2002

Bondi Junction – Randwick – South Coogee routes

313, 314, 316, 317

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
313: Bondi Junction-Coogee via Carrington Rd	17	M-F	Coogee	7.20am	Bondi Junction	6.49pm	30	
		Sat		7.55am		5.55pm	30	
		Sun		9.00am	Coogee	5.58pm	60	
314: Bondi Junction-Coogee via Carr St	24	M-F	Bondi Junction	6.00am	Bondi Junction	11.38pm	30*	
		Sat		6.23am		11.38pm	30	
		Sun		6.44am		11.08pm	60	
316: Bondi Jun-Sth Coogee-Maroubra Junction-Eastgardens	41	M-F	Bondi Junction	7.12am	Bondi Junction	6.43pm	30	A
		Sat		7.50am		6.18pm	30	
		Sun	Eastgardens	9.07am	Eastgardens	6.08pm	60	
317: Bondi Jun-Sth Coogee-Maroubra Beach-Eastgardens	45	M-F	Bondi Junction	6.42am	Bondi Junction	6.53pm	30	B
		Sat		8.23am		6.28pm	30	
		Sun		9.38am	Eastgardens	5.41pm	60	

Average day frequencies along common route:

M-F Bondi Junction-Randwick (314, 316, 317) 6 trips per hour.
Bondi Junction-South Coogee (316, 317) 15.
Sat Bondi Junction-Randwick (314, 316, 317) 6 trips per hour.
Bondi Junction-South Coogee (316, 317) 15.
Sun Bondi Junction-Randwick (314, 316, 317) 3 trips per hour.
Bondi Junction-South Coogee (316, 317) 30.

* More frequent in peak hours.

A – Extra trips Thursday & Friday nights. Plus short-working/s before first trip shown.

B – Extra trips Thursday & Friday nights.

Route 315

CITY (Central Railway) – NORTH BONDI via Bondi Rd (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 015.

Streets

Followed tram line as closely as possible.

Route 315

CITY (Macquarie St) – WEST BELLEVUE HILL – BONDI JUNCTION via Manning Rd■

Timeline

28 May 1950: Full time service commenced by Department of Road Transport & Tramways, supplementing Erskine St – Watsons Bay tram service when it was re-extended from Dover Rd to Watsons Bay.

5 August 1951: Sunday services ceased.

17 November 1952:

- Hours of service reduced to Mondays-Saturdays. Sunday service Double Bay – Bondi Junction replaced by extension of hours of service of 358.
- Reduced to a feeder service, Double Bay – Bondi Junction, in off-peak & Saturdays.

26 June 1954: 315 & 375 combined as 370 Bondi Junction – Double Bay in off-peak, Saturday afternoons & Sundays, leaving 315 as a peak hour & Saturday morning service.

By 19 November 1956: Service ran:

- City (Macquarie St) – Bondi Junction (peak hours)
- Double Bay – Bondi Junction (Saturday mornings).

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

- City (Macquarie St) – West Bellevue Hill replaced by 375 rerouted via Manning Rd instead of Bellevue Rd.
- West Bellevue Hill – Bondi Junction replaced by existing 330 & 358.

Streets

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

From City (Macquarie St) (at Bridge St) via Macquarie St, Martin Pl, Elizabeth St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff**), Manning Rd (**Double Bay**), Suttie St, Arthur St, Bellevue Rd, Victoria Rd (**West Bellevue Hill**), Old South Head Rd, Oxford St, Bronte Rd, Spring St to Newland St (Bondi Junction).

From Bondi Junction (Spring St at Newland St) via Newland St, Oxford St, then reverse route to Elizabeth St, then Hunter St, Macquarie St to Bridge St (City).

Timetable Summary

28 October 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)- West Bellevue Hill- Bondi Junction	34	M-F	Macquarie St	7.06am	Macquarie St	11.47pm	20*	
		Sat		7.09am		11.47pm	AM 20 PM 30	
		Sun	Bondi Junction	7.11am		11.47pm	30	

* More frequent in peak hours.

19 November 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)- West Bellevue Hill- Bondi Junction	Fr B/Jun 16D 34M	M-F	Bondi Junction	8.05amM	Macquarie St	5.45pmB	Ph	
		Sat		7.10amD	Double Bay	1.15pmB	30	
		Sun						

B – To Bondi Junction.

D – To Double Bay.

M – To City (Macquarie St).

Ph – Peak hours only (both directions). 370 provided service in off-peak.

Route 315

BONDI JUNCTION – SOUTH COOGEE – COOGEE BEACH

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

Timeline

5 November 1979: Weekday off-peak service commenced by Public Transport Commission (Bus Division) on trial (later made permanent).

By 28 November 1982: Days of service extended to Saturdays.

By 18 October 1987: Days of service extended to Sundays.

23 June 2002: Replaced by new 317, as a result of “Better Buses” Eastern Suburbs service review.

Streets

From 5 November 1979

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Bundock St, Elphinstone Rd (**South Coogee**), Moverly Rd, Malabar Rd, Arden St, Oberon St, Mount St, Havelock Av, Arden St, Beach St [former part of street along beachfront], Dolphin St to Arden St (Coogee Beach).

From Coogee Beach (Dolphin St at Arden St) via Arden St, Havelock Av, then reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Bondi Junction.

Alteration

25 September 1989: To approach Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

Timetable Summary

See 314

Route 316

ROCKDALE – SANS SOUCI – DOLLS POINT (TROLLEY BUS “TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 016.

Streets

Followed trolley bus route as closely as possible.

Route 316

CITY (various termini) – KINGS CROSS – ELIZABETH BAY via William St■

Timeline

10 December 1950: Full time service, City (Erskine St Wharf) – Kings Cross via William St, commenced by Department of Road Transport & Tramways, replacing Erskine St – Queens Square part of Erskine St – Watsons Bay tram service, when curtailed to run Queens Square – Watsons Bay.

11 December 1955: Peak hour service continued as City (Erskine St Wharf) – Kings Cross, but at other times curtailed to run City (Wynyard) – Kings Cross via William St. At those times, service in City between Erskine St Wharf & Wynyard replaced by 301.

8 February 1959:

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

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

- On Mondays-Saturdays 316 extended from Kings Cross to Elizabeth Bay, replacing that part of 311. Full time service.
- In early mornings Mondays-Saturdays, selected trips on Saturday afternoons & all-day Sundays extended from Kings Cross to Potts Point (Challis Av) instead of Elizabeth Bay.
- 317 (combined 301/316) ceased.

31 October 1965: Sunday trips to Potts Point (Challis Av) rerouted/extended to Elizabeth Bay.

25 June 1979: Upon opening of the Eastern Suburbs Railway, 312 & 316 (City (Wynyard) – Elizabeth Bay via William St) rearranged as:

311 City (Wynyard) – Woolloomooloo – Elizabeth Bay (daily daytime service)

312 City (Eddy Av, Central Railway) – Kings Cross – Woolloomooloo (full time service) (extended at night from Woolloomooloo to City (Wynyard), replacing 311 at that time).

Streets

City (Erskine St Wharf) – Kings Cross

From 10 December 1950

From City (Erskine St Wharf) via Erskine St, Clarence St, Jamieson St, Lang St, Grosvenor St, George St, Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, William St, Darlinghurst Rd to Roslyn St (Kings Cross).

From Kings Cross (Darlinghurst Rd/Roslyn St) via reverse route to Macquarie St, then Martin Pl, George St, Margaret St, York St, Erskine St, New St [former street], Shelley St to Erskine St Wharf (City).

City (Wynyard) – Kings Cross – Elizabeth Bay

From 10 July 1960 (based on 22 October 1960 timetable)

From City (Wynyard) (George St at Hunter St) via Hunter St, Macquarie St, Prince Albert Rd, College St, Boomerang St, William St, Darlinghurst Rd (**Kings Cross**), Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (Elizabeth Bay).

From Elizabeth Bay (Elizabeth Bay Rd at end) via Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd, then reverse route to Macquarie St, then Martin Pl, George St to Wynyard (City).

Alterations

- **By 29 August 1970:** To approach City (Wynyard) from Martin Pl via Elizabeth St, Phillip St, Bridge St, George St, Hunter St to George St. Unaltered on return.
- **By 29 August 1970 (Challis Av trips):** Ex City (Wynyard) from William St via Victoria St, Challis Av to Macleay St. Return via Macleay St, Darlinghurst Rd, William St.
- **By 3 October 1972:** To approach City (Wynyard) from Macquarie St via Bridge St, George St, Hunter St to George St. Unaltered on return.
- **By 3 October 1972:** Ex Elizabeth Bay from Onslow Av via Greenknowe Av, Macleay St, Darlinghurst Rd. Unaltered on return.
- **By December 1977:** Ex Elizabeth Bay from Onslow Av via Elizabeth Bay Rd, Darlinghurst Rd. Unaltered on return.

Timetable Summary

10 December 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Erskine St Wharf)-Kings Cross	15	M-F	Kings Cross	5.12am	Erskine St Whf	11.59pm	10*	
		Sat		5.10am		11.59pm	10	
		Sun		7.00am		10.59pm	AM 15 PM 10	

* More frequent in peak hours.

9 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Kings Cross†	Fr Kings X 12Y 16E	M-F	Kings Cross	5.12amE	Erskine St Whf Wynyard	6.00pmK 11.51pmK	15*	
		Sat		6.17amY		11.51pmK	AM 10 PM 15	
		Sun		7.39amY		10.51pmK	30	

* More frequent in peak hours.

† Extended to Erskine St Wharf in peak hours.

E – To City (Erskine St Wharf).

K – To Kings Cross.

Y – To City (Wynyard).

22 October 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Elizabeth Bay†	34EYr	M-F	Challis Av	5.13amY	Wynyard	11.30pmE	15*	A
			Wynyard	6.48amE				
		Sat	Challis Av	6.16amY		11.42pmE	AM 10 PM 30	A
			Wynyard	7.44amE				
		Sun	Challis Av	7.48amY		11.00pmC	30	

* More frequent in peak hours.

† Early morning trips Mondays-Saturdays, selected trips on Saturday afternoons & all-day Sundays extended from Kings Cross to Potts Point (Challis Av) instead of Elizabeth Bay.

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

C – To Potts Point (Challis Av).

E – To Elizabeth Bay.

EYr – Round trip, Elizabeth Bay-City (Wynyard)-Elizabeth Bay.

Y – To City (Wynyard).

July 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Elizabeth Bay	16	M-F	Kings Cross	5.15amY	Wynyard	7.03pmE	A	
			Wynyard	7.08amE				
		Sat	Kings Cross	6.13amY		6.17pmE	B	
			Elizabeth Bay	7.29amY				
		Sun		7.43amY		6.17pmE	30	

* More frequent in peak hours.

A – Early morning, City (Wynyard)-Kings Cross. Day, City (Wynyard)-Elizabeth Bay 20. Extra trips Thursday night (last trip 9.10pm from City (Wynyard)).

B – Early morning, City (Wynyard)-Kings Cross. Morning, City (Wynyard)-Elizabeth Bay 20. Afternoon, City (Wynyard)-Elizabeth Bay 30.

E – To Elizabeth Bay.

Y – To City (Wynyard).

Route 316

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

Timeline

2 October 1979:

- Weekday daytime & Saturday morning service commenced by Public Transport Commission (Bus Division).
- Shared City (Eddy Av, Central Railway) – Kings Cross with 312.
- Shared Kings Cross – Elizabeth Bay with 311.

7 October 1984: Ceased when 311, 312 & 316 (City (Eddy Av, Central Railway) – Elizabeth Bay) rearranged as:

311 City (Wynyard) – Woolloomooloo – Elizabeth Bay – Railway Square (full time service)

312 Darlinghurst – Woolloomooloo – City (Wynyard) (limited morning peak hour service, *from* Darlinghurst only).

Streets

From 2 October 1979

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

From Elizabeth Bay (Elizabeth Bay Rd at end) via Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Greenknowe Av, Macleay St, Darlinghurst Rd, Victoria St, Burton St, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av to Central Railway (City).

Timetable Summary

2 October 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Elizabeth Bay	18	M-F	Eddy Av	8.45am	Elizabeth Bay	6.03pm	30	
		Sat	Elizabeth Bay	9.00am	Eddy Av	12.08pm	30	
		Sun						

Route 316

BONDI JUNCTION – SOUTH COOGEE – MAROUBRA JUNCTION – EASTGARDENS ■

Timeline

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

- Generally alternate trips Mondays-Saturdays on 315 rerouted/extended to Eastgardens.
- Shared Bondi Junction – South Coogee with 315 until 23 June 2002.
- Partly replaced 317 Maroubra Junction – Maroubra (Flower & Storey Sts Loop).
- Replaced Maroubra Junction – Pagewood (Walsh Av) [located in Maroubra] part of 397.
- Operated by Urban Transit Authority.

By 22 October 1995: Days of service extended to Sundays.

1 January 2005: Became part of Contract Region 9.

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

- Rerouted in Maroubra via Garden St instead of Flower St, replacing part of 359.
- Service in Flower St replaced by new 317.
- Shared Bondi Junction – Moverly Rd, Maroubra with 317.

28 July 2019: Extended in Eastgardens from bus terminal at shops to Pagewood Green.

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Replaced by 356, 390X & 397.

Streets

From 18 October 1987

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Bundock St, Elphinstone Rd (**South Coogee**), Moverly Rd, Cooper St, Storey St, Flower St, Maroubra Rd (**Maroubra Junction**), Bunnerong Rd to Eastgardens bus terminal. Reverse on return.

Alteration

- **From 23 June 2002:** Ex Bondi Junction from Moverly Rd via Garden St, Maroubra Rd. Reverse on return.
- **By August 2002:** Ex Eastgardens from Belmore Rd via Cuthill St, Arden St, Belmore Rd. Unaltered on return.
- **From 28 July 2019:** Extended from Eastgardens bus terminal via Bunnerong Rd, Tingwell Blvd to Studio Dr (Pagewood Green). Return via Tingwell Blvd, Banks Av, Wentworth Av, Bunnerong Rd to Eastgardens bus terminal.

Timetable Summary

See 314.

Route 317

CITY (Circular Quay) – ROSEBERY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

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

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

23 July 1949: Renumbered 017.

Streets

Followed tram line as closely as possible.

Route 317

CITY (Erskine St Wharf) – KINGS CROSS – POTTS POINT (Wylde St)■

Timeline

8 February 1959:

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

20 July 1959: Times of service extended to nights (Monday-Sunday) & Saturday afternoons.

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

Streets

From 8 February 1959

From City (Erskine St Wharf) via New St, Shelley St, Erskine St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Hunter St, Macquarie St, **Queens Square**, Prince Albert Rd, College St, Boomerang St, William St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St to St Neot Av (Potts Point).

From Potts Point (Wylde St to St Neot Av) via reverse route to Macquarie St, then Martin Pl, George St, Margaret St, York St, Erskine St, New St [former street], Shelley St to Erskine St Wharf (City).

Route 317

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

HILLSDALE – PAGEWOOD – MAROUBRA JUNCTION – SOUTH MAROUBRA■

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

(Pagewood (Walsh Av) terminus is located in Maroubra.)

Timeline

13 September 1966: New Monday-Saturday daytime services commenced by Department of Government Transport, as a result of split of 397 into 317 & 357:

- Maroubra Junction – South Maroubra (Tyrwhitt St).
- Maroubra Junction – Maroubra (Flower & Storey Sts Loop), shared with 357. These trips were numbered 317 if continuing afterwards as a 317 trip to South Maroubra, or 357 if continuing afterwards as a 357 trip to Pagewood (Walsh Av).
- Shared Maroubra Junction – South Maroubra (Tyrwhitt St) with peak hour route 397.

2 September 1968: Extended in South Maroubra from Tyrwhitt St to Davidson Cres through the Ocean View estate.

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

24 March 1980:

- Extended from Pagewood (Walsh Av) to Hillsdale shops.
- Hours of service reduced to off-peak.

7 October 1984:

- Maroubra Junction – South Maroubra (Davidson Cres) & Maroubra Junction – Hillsdale shops replaced by extension of 397, which then ran as a bidirectional loop, Maroubra Junction – South Maroubra – Hillsdale shops – Maroubra Junction (extended to City (Circular Quay) during daylight hours).
- 317 continued as Maroubra Junction – Maroubra (Flower & Storey Sts Loop) (Monday-Saturday daytime service).

16 October 1987: Maroubra Junction – Maroubra (Flower & Storey Sts Loop) ceased and partly replaced by new 316.

Streets

From 13 September 1966

Maroubra Junction – South Maroubra (Tyrwhitt St)

From Maroubra Junction (Maroubra Rd at Anzac Pde) via Maroubra Rd, Cooper St, French St, Mons Av, Malabar Rd to Tyrwhitt St (South Maroubra). Reverse on return.

Maroubra Junction – Maroubra (Flower & Storey Sts Loop)

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

Maroubra Junction – South Maroubra (Davidson Cres)

Alteration

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

Pagewood (Walsh Av) – Maroubra Junction – South Maroubra (Davidson Cres) (via Flower & Storey Sts Loop on trips to South Maroubra)

From 8 September 1975

From Pagewood (Walsh Av) (at Fitzgerald Av) via Fitzgerald Av, Wild St, Donovan Av, Paine St, Walsh Av, Maroubra Rd, Cooper St, French St, Mons Av, Malabar Rd, Tyrwhitt St, Broome St, Malabar Rd to Davidson Cres (South Maroubra).

From South Maroubra (Malabar Rd/Davidson Cr) via reverse route to Donovan Av, then Walsh Av to Fitzgerald Av (Pagewood).

Flower & Storey Sts Loop: From Maroubra Junction (Maroubra Rd at Anzac Pde) via Maroubra Rd, Flower St, Storey St, Anzac Pde to Maroubra Rd (Maroubra Junction).

Hillsdale – Maroubra Junction – South Maroubra (Davidson Cres) (via Flower & Storey Sts Loop on trips to South Maroubra)

Alteration

From 24 March 1980: Extended from Pagewood (Walsh Av) via Fitzgerald Av Bunnerong Rd, Smith St, Mathewson St, Flint St to Hillsdale shops. Return via Bunnerong Rd, Fitzgerald Av, Wild St, Donovan Av.

Maroubra Junction – Maroubra (Flower & Storey Sts Loop)

From 7 October 1984

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

Timetable Summary

December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Maroubra Junction-South Maroubra	7	M-F	Sth Maroubra	8.00am	Maroubra Jun	8.09pm	30	
		Sat		8.30am	Sth Maroubra	7.30pm	30	
		Sun						
Maroubra Junction-Maroubra (Flower & Storey Sts Loop)	7 round trip	M-F	Maroubra Jun	8.09am	Maroubra Jun	7.39pm	30	A
		Sat		8.39am		7.39pm	30	
		Sun						

A – Some trips displayed 357 (but same route).

8 September 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pagewood (Walsh Av)-Maroubra Junction-South Maroubra†	Fr Sth M 10J‡ 14P‡	M-F	Sth Maroubra	7.57amJ 9.11amP	Walsh Av Maroubra Jun	3.02pmS 5.02pmS	A	
		Sat		9.10amJ		12.02pmS	40	B
		Sun						

† Via Flower & Storey Sts Loop on most trips *to* South Maroubra.

‡ Trip times shown are for trips *from* South Maroubra. Extra 7 for trips *to* South Maroubra via Flower & Storey Sts Loop.

A – Peak hours, South Maroubra-Maroubra Junction. Day, South Maroubra-Pagewood (Walsh Av) 45. Via Flower & Storey Sts Loop on most trips *to* South Maroubra.

B – Via Flower & Storey Sts Loop on trips *to* South Maroubra.

J – To Maroubra Junction.

P – To Pagewood (Walsh Av).

S – To South Maroubra.

24 March 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hillsdale-Maroubra Junction-South Maroubra†	14‡	M-F	Sth Maroubra	9.11am	Hillsdale	3.02pm	45	
		Sat						
		Sun						

† Via Flower & Storey Sts Loop on trips *to* South Maroubra.

‡ Time shown is for trips *from* South Maroubra. Extra 7 for trips *to* South Maroubra via Flower & Storey Sts Loop.

Route 317

BONDI JUNCTION – SOUTH COOGEE – MAROUBRA BEACH – EASTGARDENS■

Timeline

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

- Daily daytime service commenced by State Transit Authority.
- Replaced Bondi Junction – South Coogee part of 315 & the Maroubra Beach – Eastgardens part of 377.
- Shared Bondi Junction – Moverly Rd, Maroubra with 316.

1 January 2005: Became part of Contract Region 9.

28 July 2019: Extended in Eastgardens from bus terminal at shops to Pagewood Green.

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Replaced by 356, 375, 390X, 396 & 397.

Streets

From 23 June 2002

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Bundock St, Elphinstone Rd (**South Coogee**), Moverly Rd, Cooper St, Storey St, Flower St, Maroubra Rd, Marine Pde (**Maroubra Beach**), Fitzgerald Av, Malabar Rd, Beauchamp Rd, Bunnerong Rd to Eastgardens bus terminal. Reverse on return.

Alterations

- **By August 2002:** Ex Eastgardens from Belmore Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **By November 2005:** Ex Bondi Junction from Moverly Rd via Garden St, Storey St. Reverse on return.
- **From 28 July 2019:** Extended from Eastgardens bus terminal via Bunnerong Rd, Tingwell Blvd to Studio Dr (Pagewood Green). Return via Tingwell Blvd, Banks Av, Wentworth Av, Bunnerong Rd to Eastgardens bus terminal.

Timetable Summary

See 314

Route 318

ROCKDALE – BRIGHTON-le-SANDS (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 018.

Streets

Followed tram line as closely as possible.

Route 318

ROCKDALE – BRIGHTON-le-SANDS – RAMSGATE BATHS■

Timeline

4 September 1949: Full time service commenced by Department of Road Transport & Tramways, replacing Rockdale – Brighton-le-Sands tram service & extended to Ramsgate Baths.

25 September 1983: Renumbered 478.

Streets

From 4 September 1949

From Rockdale (Tramway Arcade at Station) via Bay St (**Brighton-le-Sands**), The Grand Pde to Ramsgate Rd (Ramsgate Baths). Reverse on return.

Alterations

- **By 3 May 1970** (trips terminating at Brighton-le-Sands): From The Grand Pde via Duke St, Hercules Rd, Teralba Rd to The Grand Pde. Return via The Grand Pde.
- **By June 1974** (trips terminating at Brighton-le-Sands): From The Grand Pde via Teralba Rd to Crawford Rd. Return via Crawford Rd, Kings Rd, Hercules Rd, Teralba Rd to The Grand Pde.
- **By 28 November 1982:** To approach Ramsgate Baths from The Grand Pde via Ramsgate Rd to near The Grand Pde. Return via Alfred St to first turning bay, then Alfred St, Ramsgate Rd, The Grand Pde.

Timetable Summary

4 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate Baths	Fr Rock 7B 14G	M-F	Rockdale	4.25am	Ramsgate	1.07am	A	
		Sat		4.25am		1.07am	C	
		Sun		6.01am		12.26am	15	

* More frequent in peak hours.

A – Base service, Rockdale-Ramsgate Baths 15*. Some peak hour & alternate night trips, Rockdale-Brighton-le-Sands only.

B – To Brighton-le-Sands.

C – Morning, Rockdale-Brighton-le-Sands 7/8, Rockdale-Ramsgate Baths 15. Afternoons, Rockdale-Ramsgate Baths 15.

G – To Ramsgate Baths.

1 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale- Ramsgate Baths	Fr Rock 7B 14R	M-F	Rockdale	4.36amG	Ramsgate	12.49amR	15*	
		Sat		5.30amG		12.49amR	A	
		Sun		6.05amB	Brighton	11.45pmR	12	

* More frequent in peak hours.

A – Morning, Rockdale-Brighton-le-Sands 10, Rockdale-Ramsgate Baths 20. Afternoons, Rockdale-Ramsgate Baths 15.

B – To Brighton-le-Sands.

G – To Ramsgate Baths.

R – To Rockdale.

September 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate Baths	Fr Rock 7B 14G	M-F	Rockdale	4.33amG	Rockdale	11.48pmG	15*	
		Sat		5.30amG		12.15amG	A	
		Sun		6.00amB	Brighton	11.28pmR	C	

* More frequent in peak hours.

A – Morning, Rockdale-Brighton-le-Sands 10, Rockdale-Ramsgate Baths 20. Afternoons, Rockdale-Ramsgate Baths 20.

B – To Brighton-le-Sands.

C – **Summer Sundays:** Early morning & night, Rockdale-Brighton-le-Sands; morning, Rockdale-Brighton-le-Sands 10, Rockdale-Ramsgate Baths 30; afternoon, Rockdale-Brighton-le-Sands 12, Rockdale-Ramsgate Baths 24.

Winter Sundays: Rockdale-Brighton-le-Sands 15.

G – To Ramsgate Baths.

R – To Rockdale.

31 August 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate Baths	Fr Rock 8B 16G	M-F	Rockdale	5.31amR	Rockdale	11.19pmG	20*	
		Sat	Ramsgate	5.51amR		11.39pmG	AM 15 PM 20	
		Sun	Rockdale	8.12amB	Brighton	8.06pmR	30	

* More frequent in peak hours.

B – To Brighton-le-Sands.

G – To Ramsgate Baths.

R – To Rockdale.

Route 319

CITY (Circular Quay) – WEST KENSINGTON (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 019.

Streets

Followed tram line as closely as possible.

Route 319

CITY RD JUNCTION – ROBERTSON RD via Cleveland St■

- **Extended to start from Coogee Beach (*limited service*)**

Timeline

15 December 1952: Peak hour service, City Rd Junction [City Rd/Broadway] – Anzac Pde Junction [Cleveland St/Anzac Pde] (limited morning service extended to start from Coogee Beach), commenced by Department of Government Transport, replacing peak hour tram service over same route.

21 September 1964: Extended from Anzac Pde Junction to Robertson Rd/Anzac Pde.

(?): Morning trip extended to start from Coogee Beach.

November 1976: Renumbered 013.

Streets

From May 1967

From City Rd Junction (City Rd at Broadway) via City Rd, Cleveland St, Anzac Pde (**Moore Park**) to Robertson Rd (Centennial Park).

From Robertson Rd (in Anzac Pde, Centennial Park) via reverse route to City Rd then Myrtle St, Shepherd St, Broadway, City Rd to near Broadway (City Rd Junction).

Timetable Summary

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City Rd Junction-Robertson Rd†	12	M-F	Coogee Beach	6.50am	City Rd Jun	5.16pm	Ph	
		Sat						
		Sun						

† Limited service extended to start from Coogee Beach.

Ph – Peak hours only. First morning trip from Coogee Beach to City Rd Junction. Remaining service, City Rd Junction-Robertson Rd (both directions).

11 August 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City Rd Junction-Robertson Rd†	12	M-F	Coogee Beach	6.50am	Robertson Rd	3.24pm	Ph	
		Sat						
		Sun						

† Limited service extended to start from Coogee Beach.

Ph – Peak hours only. First morning trip from Coogee Beach to City Rd Junction. Remaining service, City Rd Junction-Robertson Rd (limited service, both directions).

Route 320

BONDI BEACH – ROSE BAY – VAUCLUSE ■

Timeline

12 May 1940: Renumbered from 20, as part of renumbering of Eastern Suburbs routes into the 300-399 series. Operated by Department of Road Transport & Tramways.

3 March 1941: Replaced by 321, except on Sundays, when 320 remained.

29 December 1941: Sunday service combined with 322 as 320 Vaucluse – Bondi Beach. Weekday service similarly combined from 11 April 1944.

11 April 1944: Selected trips rerouted via Vaucluse Bay Health Centre & renumbered 322.

12 February 1945: Ceased when all trips rerouted via 322.

Streets

From 12 May 1940 (based on 20)

From Bondi Beach (Campbell Pde) via Warners Av, Mitchell St, Murrivier Rd, Old South Head Rd, Dover Rd (**Rose Bay**), New South Head Rd, Vaucluse Rd, Wentworth Rd (**Nielsen Park**), Fitzwilliam Rd to Hopetoun Av (Vaucluse).

From Vaucluse (Fitzwilliam Rd at Hopetoun Av?) via reverse route to Warners Av, then Gould St, Matilda St [now Beach Rd], Campbell Pde to Bondi Beach.

Route 320

PARRAMATTA – BANKSTOWN (“RED ARROW”)

Timeline

18 February 1980:

- Commenced, initially on 3 months’ trial, by Bankstown-Parramatta Bus Lines, which was a joint venture of Delwood Bus Co (later Delwood Coaches) (Jim Newport) & Chester Hill-Bankstown Bus Service (Dewey family). The company was set up specifically to operate this route, which ran through the two operators’ territories.
- Not regarded as a “Red Arrow” route until 1981, after that name had first been applied to 300 in December 1980.
- The route number was first shown on the timetable dated 17 June 1980, so it may not have been allocated at the start date.
- Originally ran limited stops, but later all stops.

3 February 1986: Chester Hill-Bankstown Bus Service’s share of route transferred to Auburn Bus Service (Stephen Todd).

29 July 1987:

- Renumbered 910.
- Timetables from this date ceased to refer to the route being run by Bankstown Parramatta Bus Lines, but jointly run by the various pairs of operator, presumably because the Department had by then applied the principles, established in late 1980, by which “Red Arrow” routes could be operated by multiple operators through their joint “territories”. The joint operators of 910 as at this date were Delwood Coaches & Auburn Bus Service.

Streets

18 February 1980 (Source: RGH notes)

From Bankstown Square (shops) via The Mall, Appian Way, North Tce, Fetherstone St, The Mall, Chapel St, Rickard Rd, Meredith St, Hume Hwy, Church Rd, Auburn Rd, Brodie St, Rose St, Buist St, Hector St, Proctor Pde, Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Wollumba St, Boundary Rd, Ferndell St, Clyde St, Memorial Av, Railway Pde (**Granville**), Bold St, Cowper St, Good St, Gray St, Alfred St, Hassall St, Station St, Smith St, Macquarie St, Marsden St to Market St (Parramatta).

From Parramatta, route within Parramatta not identified, but thereafter generally reverse on return, then approached Bankstown from Rickard Rd via Chapel Rd, The Mall, Appian Way, North Tce, Fetherstone St, The Mall to Bankstown Square shops.

Alteration

From 15 September 1985 (date of opening of Church St mall): From Parramatta (bus interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Smith St, Station St. Return from Station St to Parramatta bus interchange.

Timetable Summary

1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bankstown	40	M-F	Parramatta	7.50am	Bankstown	4.45pm	45	
		Sat						
		Sun						

12 December 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bankstown	44	M-F	Parramatta	7.50am	Bankstown	5.05pm	60	
		Sat						
		Sun						

Route 320

MASCOT – CITY – GORE HILL

Timeline

9 February 2020:

- Full time service renumbered from M20.
- Compared with M20, ceased running between Botany & Mascot.
- Operated by Transit Systems.
- Part of Contract Region 6.

5 December 2021: Altered/curtailed to run Zetland – City – Gore Hill (pending completion of local road network between Zetland & Green Square), as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Green Square – Mascot replaced by 309.

Streets

Mascot – City – Gore Hill

From 9 February 2020

From Mascot (Botany Rd at Robey St) via Botany Rd, Epsom Rd (**Rosebery**), Joynton Av, Bourke St (**Zetland**), Phillip St, Elizabeth St, Redfern St (**Redfern**), Chalmers St, Elizabeth St, Park St (**City**), Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Campbell St to Reserve Rd (Gore Hill).

From Gore Hill (Campbell St at Reserve Rd) via Reserve Rd, Carlotta St, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Druitt St, Park St, Castlereagh St, Bathurst St, Elizabeth St, Phillip St, then reverse route to Mascot.

Zetland – City – Gore Hill

Alteration

From 5 December 2021: Ex Gore Hill from O'Dea Av via Joynton Av to Hansard St (Zetland). Reverse on return.

Timetable Summary

9 February 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mascot-City-Gore Hill	68MG 31YZ	M-F	Zetland	5.08amY	Gore Hill	8.14pmM	A	
			Gore Hill	6.29amM	Wynyard	12.43amZ		
		Sat	Mascot	7.33amG	Mascot	7.33pmG	B	
					Wynyard	1.37amZ		
		Sun		7.35amG	Mascot	7.35pmG	B	
					Wynyard	11.35pmZ		

* More frequent in peak hours.

A – Peak hours & day, Mascot-Gore Hill 15*. Early morning & night, City (Wynyard)-Zetland.

B – Day, Mascot-Gore Hill 20. Night, City (Wynyard)-Zetland.

G – To Gore Hill.

M – To Mascot.

MG – From Mascot to Gore Hill.

Y – To City (Wynyard).

YZ – From City (Wynyard) to Zetland.

Z – To Zetland.

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Zetland-City-Gore Hill	Fr Zet 16C 55G	M-F	Zetland	5.06amC	Gore Hill	8.38pmZ	A	
				6.23amG	Central Rly	1.00amZ		
		Sat		7.02amG	Gore Hill	7.28pmZ	B	
					Central Rly	1.00amZ		
		Sun		7.00amG	Gore Hill	7.30pmZ	B	
					Central Rly	12.00mnZ		

* More frequent in peak hours.

A – Day, Zetland-Gore Hill 20. Peak hours, additional trips Central Railway-Zetland (morning from Zetland, afternoon, from Central Railway). Early morning & night, Central Railway-Zetland.

B – Day, Zetland-Gore Hill 20. Early morning & night, Central Railway-Zetland.

C – To Central Railway.

G – To Gore Hill.

Z – To Zetland.

Route 321

CITY (Circular Quay) – PADDINGTON (Lawson St) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

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

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

23 July 1949: Renumbered 021.

Streets

Followed tram line as closely as possible.

Route 321

CITY (Martin Pl) – VAUCLUSE – WATSONS BAY ■

Timeline

3 March 1941: City (Martin Pl) – Vacluse commenced by Department of Road Transport & Tramways, replacing 320 except on Sundays.

29 December 1941: Curtailed to run as a feeder service, Vacluse – Rose Bay (Dover Rd), as a wartime economy measure.

12 February 1945: Replaced by 322.

21 September 1947: Restored as City (Martin Pl) – Vacluse.

2 November 1947: Extended from Vacluse to Watsons Bay.

11 April 1948: Renumbered 325.

Streets

From 2 November 1947 (likely route, based on 325 as from 1 May 1949)

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

Route 321

CITY (Eddy Av, Central Railway) – VAUCLUSE (Nielsen Park) (EXPRESS) (Summer Sundays) ■

Timeline

4 January 1953: Summer Sunday express service commenced by Department of Government Transport. Ran at least during remainder of 1953 summer, then in summers of 1953/54, 1954/55 and at least part of summer 1959/60.

After 26 December 1959: Ceased.

Streets

From 4 January 1953 (likely route, based on 1954 network map)

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay**), Vaucluse Rd, Wentworth Rd (**Nielsen Park**), Fitzwilliam Rd to Hopetoun Av (Vaucluse) Reverse on return.

Route 321

BONDI JUNCTION – EAST BELLEVUE HILL – ROSE BAY■

- **Extended from Rose Bay to Bondi Beach (peak hours & Sundays)**

Timeline

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

- Daily daytime service, Bondi Junction – Rose Bay (Dover Rd), commenced by State Transit Authority.
- Extended from Rose Bay (Dover Rd) to Bondi Beach on Sundays, replacing 322 on that day.
- Replaced Bondi Junction – Rose Bay part of 359.

4 August 1991:

- Peak hour trips also extended from Rose Bay (Dover Rd) to Bondi Beach, replacing peak hour service of 322 between those points.
- Peak hour trips rerouted via Rose Bay Wharf, connecting there with Circular Quay – Watsons Bay ferry service.

23 June 2002: Ceased as a result of “Better Buses” Eastern Suburbs service review. Part of route replaced by new 326.

Streets

Bondi Junction – Rose Bay (Dover Rd) (extended to Bondi Beach on Sundays, later also in peak hours)

From 5 August 1990

From Bondi Junction (Interchange) via Grosvenor St, Oxford St, Old South Head Rd, Victoria Rd, Birriga Rd, Bundarra Rd, Blaxland Rd, Bunyula Rd (**East Bellevue Hill**), Balfour Rd, Plumer Rd, O’Sullivan Rd, New South Head Rd to Dover Rd (Rose Bay). Reverse on return.

Bondi Beach extension (Sundays): From Rose Bay (Dover Rd) via Dover Rd, Old South Head Rd, Murrivier Rd, Mitchell St, Warners Av, Campbell Pde to Lamrock Av (Bondi Beach). Reverse on return.

Alterations

- **From 4 August 1991 (peak hours only):** Either direction from New South Head Rd via internal roads in Lyne Park to/from Rose Bay Wharf.
- **From 4 August 1991:** Bondi Beach extension applied to peak hours as well as Sundays.

Timetable Summary

5 August 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Rose Bay (Dover Rd)†	Fr B Jun 17D 24B	M-F	Bondi Junction	6.15amD	Bondi Junction	6.20pmD	60*	
		Sat		8.10amD		6.00pmD	60	
		Sun		7.33amB	Bondi Beach	7.01pmJ	60	

* More frequent in peak hours.

† Extended to Bondi Beach on Sundays.

B – To Bondi Beach.

D – To Rose Bay (Dover Rd).

J – To Bondi Junction.

4 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Rose Bay (Dover Rd)†	Fr B/Jun 24D 36B	M-F	Bondi Beach	7.10amJ	Bondi Beach	6.13pmJ	60	A
		Sat	Bondi Junction	8.10amD	Bondi Junction	6.00pmD	60	
		Sun		7.33amB	Bondi Beach	7.01pmJ	60	

* More frequent in peak hours.

† Extended to Bondi Beach in peak hours & on Sundays.

A – Peak hours, Bondi Junction-Rose Bay-Bondi Beach. Off-peak, Bondi Junction-Rose Bay (Dover Rd). Plus short-working/s before first trip & after last trip shown.

B – To Bondi Beach.

D – To Rose Bay (Dover Rd).

J – To Bondi Junction.

Route 322

BONDI BEACH – ROSE BAY – DOVER HEIGHTS■

BONDI BEACH – ROSE BAY – VAUCLUSE■

- **Bondi Beach – Rose Bay – Point Piper – Double Bay (1948-49)**
- **Extended from Vacluse to Watsons Bay (Sundays, 1985-89)**

Timeline

11 April 1944: Selected trips on 320 rerouted as Bondi Beach – Rose Bay – Vacluse via Vacluse Baby Health Centre & renumbered 322. Operated by Department of Road Transport & Tramways

12 February 1945: Remaining 320 trips similarly rerouted via Vacluse Baby Health Centre & renumbered 322,

19 September 1948:

- Curtailed/rerouted to run Bondi Beach – Rose Bay – Point Piper – Double Bay on weekdays & Saturday mornings.
- Either then or by 1 May 1949, Bondi Beach – Rose Bay – Vacluse (Saturday afternoons & Sundays) renumbered 324.

28 November 1949:

- Extension from Rose Bay (Dover Rd) to Double Bay via Point Piper ceased.
- (Then or by 23 January 1950) Bondi Beach – Rose Bay – Vacluse renumbered back from 324 to 322.

9 July 1950: Curtailed to run Bondi Beach – Rose Bay (Dover Rd).

15 June 1952: Sunday service extended to Vacluse, replacing Rose Bay (Dover Rd) – Vacluse part of 325 on that day.

22 November 1952: Service on other days extended to Vacluse, replacing Rose Bay (Dover Rd) – Vacluse part of 325 when it was reduced to run in peak hours only. 322 then ran Bondi Beach – Rose Bay – Vacluse every day.

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

- Times of service altered to daily daytime.
- Night service, Rose Bay (Dover Rd) – Vacluse replaced by new 328.

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

- Curtailed to run Bondi Beach – Rose Bay (Dover Rd).
- Rose Bay (Dover Rd) – Vacluse replaced by increased times of service of 325.

3 November 1985: Sunday service extended from Vacluse to Watsons Bay.

19 February 1989:

- Extended as Bondi Beach – Rose Bay – Dover Heights (off-peak & Saturday daytime service), replacing 323 in off-peak, which was reduced to a peak hour service.
- Sunday extension to Watsons Bay ceased.

5 August 1990: Sunday service Bondi Beach – Rose Bay (Dover Rd) replaced by Sunday-only extension of new 321 as part of general reorganisation of Eastern Suburbs routes.

4 August 1991:

- Reduced to an off-peak & Saturday day service.
- Peak hour service between Bondi Beach & Rose Bay (Dover Rd) replaced by 321.
- Peak hour service between Rose Bay (Dover Rd) & Dover Heights continued to be provided by 323.

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

- Rose Bay – Dover Heights continued to be served by peak hour 323.
- Part of route replaced by new 386.

Streets

Bondi Beach – Vaucluse

Circa 1946

From Bondi Beach (Campbell Pde) via Campbell Pde, Warners Av, Mitchell St, Murriverie Rd, Old South Head Rd, Dover Rd (**Rose Bay**), New South Head Rd, Vaucluse Rd, Wentworth Rd (**Nielsen Park**), Fitzwilliam Rd to Hopetoun Av (Vaucluse).

Bondi Beach – Point Piper – Double Bay

From 19 September 1948

From Bondi Beach (Campbell Pde at Lamrock Av) via Campbell Pde, Warners Av, Mitchell St, Murriverie Rd, Old South Head Rd, Dover Rd (**Rose Bay**), New South Head Rd, Wunulla Rd, Wyuna Rd (**Point Piper**), Wolseley Rd, New South Head Rd to Manning Rd (Double Bay). Reverse on return.

Bondi Beach – Rose Bay (Dover Rd)

From 27 May 1951

From Bondi Beach (Campbell Pde at Lamrock Av) via Campbell Pde, Warners Av, Mitchell St, Murriverie Rd, Old South Head Rd, Dover Rd to New South Head Rd (Rose Bay).

Bondi Beach – Vaucluse

From 29 December 1951

Same as circa 1946.

Bondi Beach – Rose Bay (Dover Rd)

From 24 June 1979

From Bondi Beach (Campbell Pde at Lamrock Av) via Campbell Pde, Warners Av, Mitchell St, Murriverie Rd, Old South Head Rd, Wilberforce Av, Newcastle St, New South Head Rd, Dover Rd to near New South Head Rd (Rose Bay).

From Rose Bay (Dover Rd at New South Head Rd) via Dover Rd, Old South Head Rd, then reverse route to Bondi Beach.

Bondi Beach – Rose Bay (Dover Rd) (extended to Watsons Bay on Sundays)

Alteration

From 3 November 1985: Extended from Rose Bay (New South Head Rd/Dover Rd) via New South Head Rd, Vaucluse Rd, Wentworth Rd (**Nielsen Park**), Fitzwilliam Rd, Hopetoun Av (**Vaucluse**), Robertson Pl, Military Rd to Watsons Bay. Return via Robertson Pl, Old South Head Rd, Salisbury St, Hopetoun Av, Fitzwilliam Rd, Wentworth Rd, Vaucluse Rd, New South Head Rd to Dover Rd.

Bondi Beach – Rose Bay – Dover Heights

From 19 February 1989

From Bondi Beach (Campbell Pde at Lamrock Av) via Campbell Pde, Warners Av, Mitchell St, Murriverie Rd, Old South Head Rd, Wilberforce Av, Newcastle St, New South Head Rd, Dover Rd (**Rose Bay**), Victory St, Blake St, Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd, Oceanview Av, Old South Head Rd, Military Rd to near Old South Head Rd (Dover Heights).

From Dover Heights (Military Rd at Old South Head Rd) via Military Rd, Kobada Rd, then reverse route to Victory St, then Old South Head Rd, Wilberforce Av, Newcastle St, New South Head Rd, Dover Rd, Old South Head Rd, Murriverie Rd, Mitchell St, Warners Av, Campbell Pde to Lamrock Av (Bondi Beach).

Timetable Summary

1 May 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Double Bay	27	M-F	Bondi Beach	7.32am	Double Bay	11.32pm	30	
		Sat		7.32am		2.01pm	30	A
		Sun						

A – Plus picture bus from Rose Bay (Dover Rd) to Double Bay cinemas.

27 May 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Rose Bay (Dover Rd)	12	M-F	Bondi Beach	7.32am	Dover Rd	11.48pm	30	
		Sat		7.32am	Bondi Beach	12.02am	30	
		Sun		8.02am		8.02pm	60	

10 July 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Vaucluse	26	M-F	Bondi Beach	7.32amD 8.38amV	Vaucluse	7.33pmB	30	A
		Sat		7.32amV		7.33pmB	30	C
		Sun	Vaucluse	7.45amB		7.49pmB	AM 60 PM 30	

A – Morning peak hour, Bondi Beach-Rose Bay (Dover Rd). Day & afternoon peak hour, Bondi Beach-Vaucluse.

B – To Bondi Beach.

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

D – To Rose Bay (Dover Rd).

V – To Vaucluse.

24 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Rose Bay (Dover Rd)	12	M-F	Bondi Beach	7.30am	Dover Rd	7.15pm	30	
		Sat		7.30am		7.45pm	30	
		Sun		8.00am		7.30pm	AM 60 PM 30	

3 November 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Rose Bay (Dover Rd)†	Fr Bondi 12D 25W	M-F	Bondi Beach	7.30amD	Dover Rd	6.15pmB	30	
		Sat		7.30amD		6.15pmB	30	
		Sun		8.00amW	Bondi Beach	6.00pmW	60	

† Extended to Watsons Bay on Sundays.

B – To Bondi Beach.

D – To Rose Bay (Dover Rd).

W – To Watsons Bay.

13 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Rose Bay-Dover Heights	22	M-F	Bondi Beach	10.10am	Dover Heights	2.35pm	60	
		Sat		9.05am		4.35pm	60	A
		Sun						

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

Route 323

CITY (Circular Quay) – CLOVELLY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 023.

Streets

Followed tram line as closely as possible.

Route 323

CITY (various termini) – WATSONS BAY via Vacluse Heights■

(Vacluse Heights was referred to in the 1980s as Upper Vacluse.)

Timeline

5 December 1949: Full time service commenced by Department of Road Transport & Tramways, replacing part of the Erskine St – Watsons Bay tram service when curtailed to run Erskine St – Dover Rd, Rose Bay:

- City (Erskine St Wharf) – Watsons Bay (peak hours & daily daytime)
- City (Town Hall) – Watsons Bay (nights)
- Rose Bay (Dover Rd) – Watsons Bay (late night).

23 January 1950:

- City terminus for some weekday trips altered to Macquarie St:
Peak hours: selected trips,
Off-peak: alternate trips.
- Weekend service unaltered (?).

28 May 1950:

- Most trips ceased when trams were restored to run over full route Erskine St – Watsons Bay.
- Trips at church time retained, running Rose Bay (Dover Rd) – Watsons Bay (serving Star of the Sea Church). May have been renumbered part of 324 at some time, but by 1963 replaced by normal trips on 324.

Streets

From 5 December 1949

From City (Erskine St Wharf) via Erskine St, York St, Druitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay, Vacluse**), Old South Head Rd (**Vacluse Heights**), Cambridge St, Hopetoun Av, Salisbury St, Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via reverse route to Druitt St, then Clarence St, Erskine St, Shelley St, New St [former street] to Erskine St Wharf (City).

Alteration

By 3 March 1950: To approach Watsons Bay from New South Head Rd via Old South Head Rd, Russell St, Hopetoun Av. Return ex Watsons Bay from Robertson Pl via Old South Head Rd, New South Head Rd.

Timetable Summary

12 December 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Erskine St Wharf)-Watsons Bay		M-F	Watsons Bay	4.53amE	Erskine St Whf	6.03pmW	A	
					Town Hall	12.05amW		
					Dover Rd	2.26amW		
		Sat		?	Erskine St Whf	?	B	
					Town Hall	?		
		Sun		?	Erskine St Whf	?	C	
					Town Hall	?		

* More frequent in peak hours.

A – Peak hours & day, City (Erskine St Wharf)-Watsons Bay 15*. Night, City (Town Hall)-Watsons Bay. Late night (after 1.00am), Rose Bay (Dover Rd)-Watsons Bay, connecting at Dover Rd with Erskine St trams.

B – Morning, City (Erskine St Wharf)-Watsons Bay 15. Afternoon, City (Town Hall)-Watsons Bay 15, City (Erskine St Wharf)-Watsons Bay 30. Night, City (Town Hall)-Watsons Bay.

C – Day, City (Town Hall)-Watsons Bay 10, City (Erskine St Wharf)-Watsons Bay 20. Night, City (Town Hall)-Watsons Bay.

E – To City (Erskine St Wharf).

W – To Watsons Bay.

Route 323

CITY (various termini) – WATSONS BAY via Vacluse Heights (EXPRESS) ■

(Vacluse Heights was referred to in the 1980s as Upper Vacluse.)

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

Timeline

29 January 1963: Afternoon peak hour express service *from* City (Bridge St) to Watsons Bay only commenced by Department of Government Transport, replacing express trips on 324 from City (Queen Victoria Building) to Watsons Bay.

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

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

24 June 1979: Replaced by express trips on 324 as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

Streets

City (Bridge St) – Watsons Bay

From 29 January 1963

From City (Bridge St) (at Pitt St) via Pitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay**, **Edgecliff**, **Double Bay**, **Rose Bay**, **Vacluse**), Old South Head Rd (**Vacluse Heights**), Robertson Pl, Military Rd to Watsons Bay.

City (West Circular Quay) – Watsons Bay

Alterations

- **From 8 August 1966** (based on March 1967 timetable): To commence at City (West Circular Quay) (Alfred St west of Pitt St) via Pitt St, King St, Queens Square, Prince Albert Rd, College St, Boomerang St, William St.
- **From 14 July 1969:** To commence at City (Circular Quay West [former street]) (between Argyle St & Alfred St), then via Pitt St.
- **By August 1975:** Ex City (Circular Quay West) from King St via Elizabeth St, St James Rd, Queens Square.

Timetable Summary

March 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Bridge St)-Watsons Bay	36	M-F	Bridge St	4.50pm	Bridge St	5.38pm	Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour only (from City (Bridge St)).

Route 323

CITY (various termini) – EDGECLIFF – DOVER HEIGHTS – NORTH BONDI

- **Eastern Suburbs Railway feeder: EDGECLIFF – DOVER HEIGHTS (later North Bondi)**

Timeline

24 June 1979: Monday-Saturday daytime feeder service Edgecliff – Dover Heights commenced by Public Transport Commission (Bus Division), replacing equivalent part of 306, as part of rearrangement of routes upon opening of the Eastern Suburbs Railway:

19 February 1989: Reduced to a peak hour service. Off-peak & Saturday service Rose Bay (Dover Rd) – Dover Heights replaced by 322 (until 23 June 2002).

4 August 1991: Extended as City (Circular Quay) (arriving) or City (Bridge St/Gresham St) (departing) – Dover Heights.

By March 2001: City (Circular Quay) arriving terminus altered to Alfred St at Young St.

By 23 June 2002: City termini altered to Martin Pl (arriving) & Spring St (departing).

1 January 2005: Became part of Contract Region 9.

11 June 2006: City terminus (departing) altered to Circular Quay (Alfred St at Young St).

4 October 2015: Curtailed again as a feeder service, Edgecliff – Dover Heights, as a result of light rail construction in George St, City/new CBD bus network.

23 September 2018: Extended as Edgecliff – Dover Heights – North Bondi, partly replacing peak hour extension of 333 from North Bondi to Dover Heights.

Streets

Edgecliff – Dover Heights

From 24 June 1979

From Edgecliff (Interchange) via bus tunnel, New South Head Rd (**Double Bay, Rose Bay**), Dover Rd, Victory St, Portland St, Lancaster Rd, Peel St, Kobada Rd, Military Rd, Oceanview Av, Old South Head Rd, Military Rd to near Old South Head Rd (Dover Heights).

From Dover Heights (Military Rd at Old South Head Rd) via Military Rd, then reverse route to Edgecliff Interchange.

City (Circular Quay or Bridge St) – Dover Heights

From 4 August 1991 (based on 12 January 1992 timetable)

From City (Bridge St) (at Gresham St) via Pitt St, Hunter St, Castlereagh St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay**), Ocean St, **Edgecliff** Interchange, bus tunnel, New South Head Rd (**Double Bay, Rose Bay**), Dover Rd, Victory St, Portland St, Lancaster Rd, Peel St, Kobada Rd, Military Rd, Oceanview Av, Old South Head Rd, Military Rd to near Old South Head Rd (Dover Heights).

From Dover Heights (Military Rd at Old South Head Rd) via Military Rd, then reverse route to Dover Rd, then New South Head Rd (*not* via Edgecliff Interchange), Craigend St, Ward St, Bayswater Rd, Darlinghurst Rd, William St, Park St, Elizabeth St, Bent St, Loftus St to Circular Quay (City).

Alteration

By March 2001: To approach City (Circular Quay) from Elizabeth St via Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Pitt St.

City (Martin Pl or Spring St) – Dover Heights

Alterations

By 23 June 2002:

- To approach City from Elizabeth St to Martin Pl. Return from Spring St at Pitt St via Pitt St, Hunter St, Elizabeth St, Park St.
- To approach Dover Heights from Peel St via Kobada Rd, Old South Head Rd, Military Rd. Unaltered on return.
- Ex City (Spring St) from Bayswater Rd via Ward St, Kings Cross Rd, Bayswater Rd. Unaltered on return.

City (Martin Pl or Circular Quay) – Dover Heights

Alteration

By 11 June 2006 (afternoon trips): Extended to start from City (Circular Quay) (Alfred St at Young St) via Young St, Bridge St, Phillip St, Elizabeth St.

Edgecliff – Dover Heights

From 4 October 2015

Same as for 24 June 1979.

Edgecliff – Dover Heights – North Bondi

From 23 September 2018

From Edgecliff (Interchange) via bus tunnel, New South Head Rd (**Double Bay, Rose Bay**), Dover Rd, Victory St, Portland St, Lancaster Rd (**Dover Heights**), Military Rd to North Bondi bus terminal. Reverse on return.

Timetable Summary

24 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-Dover Heights	22	M-F	Dover Heights	6.20am	Edgecliff	7.40pm	30*	
		Sat		7.22am		7.55pm	30	
		Sun						

* More frequent in peak hours.

19 February 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-Dover Heights	22	M-F	Dover Heights	6.28am	Edgecliff	6.01pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dover Heights, afternoon from Edgecliff).

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay or Bridge St)-Dover Heights	33	M-F	Dover Heights	6.49am	Bridge St	6.11pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dover Heights to City (Circular Quay), afternoon from City (Bridge St) to Dover Heights).

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-Dover Heights	22	M-F	Dover Heights	6.10am	Edgecliff	6.41pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dover Heights, afternoon from Edgecliff).

23 September 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-Dover Heights-North Bondi	27	M-F	North Bondi	6.13am	Edgecliff	6.37pm	Ph	
		Sat						
		Sun						

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

Route 324

BONDI BEACH – ROSE BAY – VAUCLUSE ■

Timeline

By 1 May 1949 (but after 19 September 1948): New route Bondi Beach – Rose Bay – Vaucluse commenced by Department of Road Transport & Tramways on Saturday afternoons & nights & all-day Sundays, replacing 322 between Bondi Beach & Rose Bay (Dover Rd) at those times.

28 November 1949 (or by 23 January 1950) (*when the extension of 322 from Rose Bay (Dover Rd) to Double Bay via Point Piper ceased*): Renumbered back to 322.

Streets

From 1 May 1949

From Bondi Beach (Campbell Pde) via Campbell Pde, Warners Av, Mitchell St, Murrivier Rd, Old South Head Rd, Dover Rd (**Rose Bay**), New South Head Rd, Vaucluse Rd, Wentworth Rd (**Nielsen Park**), Fitzwilliam Rd to Hopetoun Av (Vaucluse). Reverse on return.

Timetable Summary

1 May 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Vaucluse	25	M-F						
		Sat	Bondi Beach	2.02pm	Bondi Beach	12.02am	30	A
		Sun		8.02am		11.32pm	30	A

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

Route 324

CITY (Macquarie St) – WATSONS BAY via New South Head Rd & Vaucluse Heights (EXPRESS) ■

(Vaucluse Heights was referred to in the 1980s as Upper Vaucluse.)

Timeline

23 January 1950: Peak hour express service commenced by Department of Road Transport & Tramways, as an additional replacement for part of the Erskine St – Watsons Bay tram service subsequent to its extension as Erskine St – Dover Rd, Rose Bay on 5 December 1949.

28 May 1950: Ceased when trams were restored to run over full route Erskine St – Watsons Bay.

Streets

From 23 January 1950

From City (Macquarie St) via Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay,**

Rose Bay, Vacluse), Old South Head Rd, Cambridge St, Hopetoun Av, Salisbury St, Old South Head Rd (Vacluse Heights), Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

Alteration

By 3 March 1950: To approach Watsons Bay from New South Head Rd via Old South Head Rd, Russell St, Hopetoun Av. Return ex Watsons Bay from Robertson Pl via Old South Head Rd, New South Head Rd.

Route 324

CITY (various termini) – WATSONS BAY via New South Head Rd & Vacluse Heights
(some trips EXPRESS)

Route 324X

Route L24

CITY (various termini) – WATSONS BAY via New South Head Rd & Vacluse Heights
(LIMITED STOPS)

(Vacluse Heights was referred to in the 1980s as Upper Vacluse.)

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

Timeline

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

- New 324 commenced by Department of Government Transport:
 - City (Erskine St Wharf) – Watsons Bay (daylight hours)
 - City (Bridge St) – Watsons Bay (night & supplementary trips in peak hours & selected other times)
 - From** City (Bridge St) to Watsons Bay express trips (afternoon peak hour). (City terminus of express trips altered to Queen Victoria Building by 3 September 1962).
 - City (Wynyard) – Watsons Bay (late night trips, approx. 12 midnight-2am).
- Also replaced part of 301.
- Shared most of route with 325.

6 August 1961: Sunday trips to Erskine St Wharf rerouted in City to Bridge St, upon cessation of ferry service from Erskine St Wharf on that day.

29 January 1963 (or soon after): Afternoon peak hour express trips City (Queen Victoria Building) – Watsons Bay replaced by 323 City (Bridge St) – Watsons Bay.

By 1963: Sunday Rose Bay – Watsons Bay trips (serving Star of the Sea church) (323 or 324?) replaced by normal 324.

28 January 1964: All trips to Erskine St Wharf rerouted in City to Bridge St upon full cessation of ferry services from Erskine St Wharf.

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

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

30 January 1974: Night trips Monday-Sunday extended to City (Opera House).

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

- City terminus altered to Circular Quay (Alfred St at Pitt St).
- Supplementary peak hour express trips, Edgecliff – Watsons Bay only, commenced, replacing the equivalent part of 323.
- Night trips extended to City (Opera House).

By 12 January 1992: Express trips ceased.

25 August 1997: Limited stops peak hour service L24 City (Circular Quay) – Watsons Bay, supplementary to 324, commenced.

March 2001: City (Circular Quay) terminus of 324 & L24 altered to Alfred St at Young St.

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

- Night trips on 324 Monday-Sunday re-extended to City (Opera House).
- Hours of service of L24 reduced to morning peak hour only.

August 2003: Extension to City (Opera House) ceased.

1 January 2005: Became part of Contract Region 9.

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

- City terminus of 324 altered to Walsh Bay.
- City terminus of L24 altered to Wynyard.

23 September 2018: L24 curtailed to run from Vacluse (Old South Head Rd) to City (Wynyard).

5 December 2021:

- L24 renumbered 324X as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- 324 replaced 300.

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

Route 324

City (Bridge St) – Watsons Bay

City (Erskine St Wharf) – Watsons Bay

City (Queen Victoria Building) – Watsons Bay

From 10 July 1960

Erskine St Wharf trips

From City (Erskine St Wharf) via Shelley St, Erskine St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Bridge St, Pitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay, Vaucluse**), Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via reverse route to Park St, then George St, Margaret St, York St, Erskine St, New St [former street] to Erskine St Wharf (City).

Bridge St trips

From City (Bridge St) via Pitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay, Vaucluse**), Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via reverse route to Park St, then George St, Bridge St to Pitt St (City).

Queen Victoria Building trips

From City (Queen Victoria Building) (George St) via Market St, Pitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay, Vaucluse**), Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via reverse route to Park St, then George St to Queen Victoria Building (City).

Trips terminating at Double Bay: Ex City from New South Head Rd via Kiaora Rd, Leura Rd. Return via Leura Rd, Carlotta Rd, Kiaora Rd, New South Head Rd.

Trips terminating at Rose Bay (Dover Rd): Ex City from New South Head Rd via Dover Rd, Carlisle St, Hamilton St, Spencer Lane, Dover Rd to Carlisle St. Return via Dover Rd, New South Head Rd.

City (Bridge St) – Watsons Bay

Alteration

From 28 January 1964: All City trips terminated at Bridge St at Pitt St.

City (West Circular Quay) – Watsons Bay

Alterations

- **From 8 August 1966:** To approach City from George St via Alfred St to Pitt St (West Circular Quay). Return via Pitt St.
- **From 8 August 1966 (trips terminating at Kings Cross (Springfield Av)):** Ex City (West Circular Quay) from Darlinghurst Rd via Springfield Av. Reverse on return.
- **From 14 July 1969:** To approach City (West Circular Quay) from George St via Argyle St, Circular Quay West [former street] to between Argyle St & Alfred St. Return via Pitt St.

City (West Circular Quay) – Watsons Bay (extended to City (Opera House) at night)

Alterations

- **From 30 January 1974 (based on March 1974 timetable):**
City (Opera House) extension: From George St via Alfred St, Circular Quay East to Opera House. Return via Circular Quay East, Alfred St, Pitt St.
- **By January 1977:** Ex City (West Circular Quay) from Bayswater Rd via Kellett Av, Kings Cross Rd, Bayswater Rd. Return from New South Head Rd via Bayswater Rd, Craigend St, Kellett Av, Bayswater Rd.

City (Circular Quay) – Watsons Bay (extended to City (Opera House) at night)

From 24 June 1979 (opening of Eastern Suburbs Railway)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, Ward Av, Kings Cross Rd, Bayswater Rd, New South Head Rd (**Rushcutters Bay**), Ocean St, Edgecliff Interchange, bus tunnel, New South Head Rd (**Double Bay, Rose Bay, Vaucluse**), Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via reverse route to Ocean St, then New South Head Rd, Craighend St, Ward Av, Bayswater Rd, Darlinghurst Rd, William St, Park St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay.

City (Opera House) extension (nights): Ex Watsons Bay from Bent St via Young St, Alfred St, Circular Quay East to Opera House. Return via Circular Quay East, Alfred St, Pitt St.

Alteration

November 1982: Ex Watsons Bay from New South Head Rd (approaching Edgecliff) direct via New South Head Rd, Craighend St (*not* via Edgecliff Interchange). Unaltered on return.

City (Circular Quay) – Watsons Bay

Alterations

- **From 8 February 1987 (opening of Pitt St pedestrian mall):** To approach City (Circular Quay) from William St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Alfred St at Pitt St via Pitt St, Hunter St, Castlereagh St, Park St, William St.
- **By March 2001:** To approach City (Circular Quay) from Elizabeth St via Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Pitt St.

City (Circular Quay) – Watsons Bay (extended to City (Opera House) at night)

Alterations

- **From 23 June 2002:** From Circular Quay (Alfred St at Young St) via Young St, Bridge St, Phillip St, Elizabeth St. Unaltered on return.
- **From 23 June 2002:**
City (Opera House) extension (nights): Ex Bondi Junction from City (Circular Quay, Young St) via Alfred St, Phillip St, Bridge St, Macquarie St to Opera House. Return via Macquarie St, Bridge St, Young St, then normal route.
- **By 20 October 2013:** To approach City (Circular Quay) from Phillip St via Bridge St, Young St to Circular Quay. Return via Alfred St, Phillip St.

City (Walsh Bay) – Watsons Bay

Alteration

From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network): To approach City from Park St via Druitt St, Clarence St, Market St, Kent St, Napoleon St, Hickson Rd to Pottinger St (Walsh Bay). Return via Hickson Rd, Erskine St, York St, Druitt St, Park St.

Route L24

City (Circular Quay) – Watsons Bay

From 25 August 1997

From City (Circular Quay) (Alfred St at Young St) via Young St, Bridge St, Pitt St, Hunter St, Castlereagh St, Park St, William St, Kings Cross Tunnel, Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay, Vaucluse**), Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via reverse route to William St, then College St, Prince Albert Rd, Macquarie St, Bent St, Loftus St to Circular Quay.

Alterations

- **By March 2001:** To approach City (Circular Quay) from Bent St via Phillip St to Circular Quay. Return from Alfred St via Young St, Bridge St, Pitt St.
- **From 23 June 2002:** To approach City (Circular Quay) from Bent St via Phillip St, Bridge St, Young St to Circular Quay.
- **By 8 October 2006:** To approach City (Circular Quay) from Bent St via Phillip St to Circular Quay.
- **By 20 October 2013:** To approach City (Circular Quay) from Bent St via Phillip St, Bridge St, Young St to Circular Quay.

Watsons Bay – City (Wynyard)

From 4 October 2015: To approach City from Park St via Druitt St, Kent St to Margaret St (Wynyard, City).

Route L24, later 324X

Vaocluse (Old South Head Rd) – City (Wynyard)

From 23 September 2018

From Vaocluse (Old South Head Rd) (at New South Head Rd) via New South Head Rd (**Rose Bay, Double Bay, Rushcutters Bay**), Kings Cross Tunnel, William St, Park St, Druitt St, Kent St to Margaret St (Wynyard, City).

Timetable Summary

3 September 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
324: City (Erskine St Wharf)-Watsons Bay	46EW 20BD	M-F	Watsons Bay	4.40amE	Erskine St Whf	8.04pmW	A	
					Bridge St	11.50pmW		
					Wynyard	1.51amW		
		Sat		4.40amE	Erskine St Whf	8.04pmW	B	
					Bridge St	11.20pmW		
					Wynyard	1.51amW		
		Sun	Bridge St	6.20amW	Bridge St	12.32amW	20†	C

* More frequent in peak hours.

† 10 on Summer Sundays.

A – Peak hours, City (Erskine St Wharf, Bridge St or Queen Victoria Building)-Watsons Bay. Day, City (Erskine St Wharf)-Watsons Bay 20. Night, City (Bridge St)-Double Bay, Rose Bay (Dover Rd) or Watsons Bay. Late night (after midnight),

B – Early morning, City (Erskine St Wharf)-Watsons Bay. Morning, City (Erskine St Wharf)-Watsons Bay 20 plus City (Bridge St or Queen Victoria Building)-Rose Bay (Dover Rd). Afternoon, City (Erskine St Wharf)-Watsons Bay 20. Night, City (Bridge St)-Rose Bay (Dover Rd) or Watsons Bay. Late night (after midnight), City (Wynyard)-Watsons Bay.

BD – City (Bridge St)-Rose Bay (Dover Rd)

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

E – To City (Erskine St Wharf).

EW – City (Erskine St Wharf)-Watsons Bay.

W – To Watsons Bay.

February 1967 (325)

March 1967 (324)

**City – Watsons Bay via New South Head Rd routes
324, 325**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
324: City (West Circular Quay)-Watsons Bay	Fr West CQ 22D 39W	M-F	Watsons Bay	4.14amC	W Circular Qy	11.50pmW	A	
					Wynyard	1.50amW		
		Sat		4.14amC	W Circular Qy	11.35pmW	B	
					Wynyard	1.50amW		
		Sun	Dover Rd	5.43amC	W Circular Qy	11.02pmW	E	
			W Circular Qy	6.20amW	Wynyard	12.30amW		
325: City (West Circular Quay)-Watsons Bay	45	M-F	Watsons Bay	7.07am	W Circular Qy	6.07pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† 10 on Summer Sundays.

A – Day, City (West Circular Quay) – Double Bay 10, City (West Circular Quay)-Watsons Bay 20. Night, City (West Circular Quay)-Double Bay, Rose Bay (Dover Rd) or Watsons Bay. Late night (after midnight), City (Wynyard)-Watsons Bay.

B – Day, City (West Circular Quay)-Rose Bay (Dover Rd) 7 trips per hour, City (West Circular Quay)-Watsons Bay 20. Night, City (West Circular Quay)-Rose Bay (Dover Rd) or Watsons Bay. Late night (after midnight), City (Wynyard)-Watsons Bay.

C – To West Circular Quay.

D – To Double Bay.

E – Early morning from Rose Bay (Dover Rd) to West Circular Quay. Day, City (West Circular Quay)-Watsons Bay Summer Sundays 10, Winter Sundays 20. Night, City (West Circular Quay)-Rose Bay (Dover Rd) or Watsons Bay. Late night (after midnight), City (Wynyard)-Watsons Bay.

Ph – Peak hours only (morning both directions, afternoon from City (West Circular Quay)).

W – To Watsons Bay.

24 June 1979

City – Watsons Bay via New South Head Rd routes

324, 325

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
324: City (Circular Quay)-Watsons Bay via Vaucluse Heights†	43	M-F	Watsons Bay	4.38amC 6.32pmO	Opera House	12.48amW	A	
		Sat		4.38amC 6.39pmO		1.50amW	B	
		Sun		6.23amC 6.22pmO		11.48pmW	B	
325: City (Circular Quay)-Watsons Bay via Nielsen Park†	Fr W/Bay 30E 49C	M-F	Circular Quay	6.23amW	Opera House	7.18pmW	D	
			Watsons Bay	6.20pmO	Edgecliff	11.57pmW		
		Sat	Edgecliff	6.28amW	Watsons Bay	12.40pmC	F	
			Watsons Bay	8.05amC	Edgecliff	11.57pmW		
		Sun		7.35amE		11.25pmW	20	G

Average day frequencies along common route:

M-F City (Circular Quay)-Watsons Bay (324, 325) 10.

Sat AM City (Circular Quay)-Watsons Bay (324, 325) 10.

Sat PM City (Circular Quay)-Watsons Bay (324) 20.

Edgecliff-Watsons Bay (324, 325) 10.

Sun City (Circular Quay)-Watsons Bay (324) 20.

Edgecliff-Watsons Bay (324, 325) 10.

* More frequent in peak hours.

† Extended to City (Opera House) at night.

A – Day, City (Circular Quay)-Watsons Bay 20*. Night, City (Opera House)-Watsons Bay. Plus short-working/s before first trip shown.

B – Day, City (Circular Quay)-Watsons Bay 20. Night, City (Opera House)-Watsons Bay. Plus short-working/s before first trip & after last trip shown.

C – To City (Circular Quay).

D – Day, City (Circular Quay)-Watsons Bay 20*. Early night, City (Opera House)-Watsons Bay. Later night, Edgecliff-Watsons Bay.

E – To Edgecliff.

F – Early morning & night, Edgecliff-Watsons Bay. Later morning, City (Circular Quay)-Watsons Bay 20. Afternoon, Edgecliff-Watsons Bay 20.

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

O – To City (Opera House).

Q – To City (Circular Quay).

25 August 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L24: City (Circular Quay)-Watsons Bay	35	M-F	Watsons Bay	7.34am	Circular Quay	5.31pm	Ph	
		Sat						
		Sun						

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

23 June 2002

City – Watsons Bay via New South Head Rd routes

324, L24, 325

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
324: City (Circular Quay)-Watsons Bay via Vaucluse Heights†	42	M-F	Watsons Bay	4.40amQ	Opera House	11.10pmW	A	
				5.50pmO	Circular Quay	1.00amW		
		Sat		4.40amQ	Opera House	11.10pmW	B	
				6.16pmO	Circular Quay	2.00amW		
		Sun		6.32amQ	Opera House	11.30pmW	B	
				5.55pmO				
L24: Watsons Bay-City (Circular Quay)	35	M-F	Watsons Bay	7.30am	Watsons Bay	8.15am	Ph	
		Sat						
		Sun						
325: City (Circular Quay)-Watsons Bay via Nielsen Park†	45	M-F	Watsons Bay	6.23amQ	Opera House	11.50pmW	C	
				5.37pmO				
		Sat		7.27amQ		11.50pmW	D	
				5.58pmO				
		Sun		8.26amQ		11.30pmW	D	
				5.36pmO				

Average day frequencies along common route:

M-F City (Circular Quay)-Watsons Bay (324, 325) 15.

Sat City (Circular Quay)-Watsons Bay (324, 325) 15.

Sun City (Circular Quay)-Watsons Bay (324, 325) 15.

* More frequent in peak hours.

† Extended to City (Opera House) at night.

A – Day, City (Circular Quay)-Watsons Bay 30*. Night, City (Opera House)-Watsons Bay. Late night, City (Circular Quay)-Watsons Bay. Extra trip Friday night.

B – Day, City (Circular Quay)-Watsons Bay 30. Night, City (Opera House)-Watsons Bay. Late night, City (Circular Quay)-Watsons Bay. Plus short-working/s before first shown.

C – Day, City (Circular Quay)-Watsons Bay 30*. Night, City (Opera House)-Watsons Bay.

D – Day, City (Circular Quay)-Watsons Bay 30. Night, City (Opera House)-Watsons Bay. Plus short-working/s before first trip shown

O – To City (Opera House).

Ph – Morning peak hour only (from Watsons Bay).

Q – To City (Circular Quay).

W – To Watsons Bay.

4 October 2015

City – Watsons Bay via New South Head Rd routes

324, 325

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
324: City (Walsh Bay)-Watsons Bay via Vaucluse Heights	50	M-F	Watsons Bay	4.40am	Walsh Bay	1.15am	30*	A
		Sat		4.31am	Watsons Bay	2.11am	30	B
		Sun	Walsh Bay	6.58am	Walsh Bay	11.38pm	30	C
325: City (Walsh Bay)-Watsons Bay via Nielsen Park	53	M-F	Watsons Bay	6.12am	Walsh Bay	11.43pm	30*	
		Sat		7.25am		11.37pm	30	
		Sun		8.28am		11.38pm	30	

Average day frequencies along common route:

M-F City (Walsh Bay)-Watsons Bay (324, 325) 15.

Sat City (Walsh Bay)-Watsons Bay (324, 325) 15.

Sun City (Walsh Bay)-Watsons Bay (324, 325) 15.

* More frequent in peak hours.

A – Extra trip Friday night.

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

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

23 September 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L24: Vaucluse (Old South Head Rd)-City (Wynyard)	51	M-F	Old Sth Hd Rd	7.18am	Old Sth Hd Rd	7.32am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Vaucluse (Old South Head Rd)).

5 December 2021

City – Watsons Bay via New South Head Rd routes

324, 324X, 325

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
324: City (Walsh Bay)-Watsons Bay via Vaucluse Heights	Fr Wats 26E 54L	M-F	Watsons Bay	4.07am	Walsh Bay	4.13am	A	
		Sat		4.07am		4.13am	B	
		Sun		4.07am		4.13am	B	
324X: Vaucluse (Old South Head Rd)-City (Wynyard)	51	M-F	Old Sth Hd Rd	7.18am	Old Sth Hd Rd	7.32am	Ph	
		Sat						
		Sun						
325: City (Walsh Bay)-Watsons Bay via Nielsen Park	Fr Wats 30E 59L	M-F	Watsons Bay	5.50amL	Walsh Bay	11.53pmT	30*	
		Sat	Edgecliff	6.40amT		11.53pmT	C	
			Watsons Bay	7.26amL				
		Sun	Edgecliff	7.15amT		11.53pmT	C	
			Watsons Bay	8.22amL				

Average day frequencies along common route:

M-F City (Walsh Bay)-Watsons Bay (324, 325) 15.
 Sat City (Walsh Bay)-Watsons Bay (324, 325) 15.
 Edgecliff-Watsons Bay (324, 325) 7/8.
 Sun City (Walsh Bay)-Watsons Bay (324, 325) 15.
 Edgecliff-Watsons Bay (324, 325) 7/8.

* More frequent in peak hours.

A – Day, City (Walsh Bay)-Watsons Bay 30. Peak hours, additional trips Edgecliff-Vaucluse or Watsons Bay (morning from Edgecliff, afternoon to Edgecliff). Night, City (Walsh Bay)-Watsons Bay. Service continuous Monday-Sunday.

B – Day, Watsons Bay-Edgecliff 15, Watsons Bay-City (Walsh Bay) 30. Night, City (Walsh Bay)-Watsons Bay. Service continuous Monday-Sunday.

C – Early morning, from Edgecliff to Watsons Bay. Day, Watsons Bay-Edgecliff 15, Watsons Bay-City (Walsh Bay) 30. Night, City (Walsh Bay)-Watsons Bay.

E – To Edgecliff.

L – To City (Walsh Bay).

T – To Watsons Bay.

Ph – Morning peak hour only (from Vaucluse (Old South Head Rd)).

Route X24

CITY (Circular Quay) – WATSONS BAY

Timeline

(?): Boxing Day service commenced by State Transit Authority, to cater for the start of the Sydney-Hobart yacht race. Part of Contract Region 9.

3 April 2022: Transferred to Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

As at 26 December 2021

From City (Circular Quay) (Alfred St at Young St) via Yungs St, Bridge St, Phillip St, Elizabeth St, Park St, William St, Kings Cross Rd, Bayswater Rd, New South Head Rd, Old Suth Head Rd, Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via reverse route to Elizabeth St, then Phillip St to Bridge St (City, Circular Quay)

Timetable Summary

26 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Watsons Bay	42	M-F	Alfred St	9.00am	Watsons Bay	4.31pm	A	
		Sat						
		Sun						

A – Boxing Day only (morning from City (Circular Quay), afternoon from Watsons Bay).