



# 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

#### Summary of routes 300 – 324

300	City-Erskineville
300	Liverpool-Blacktown
300	City-Sydney Airport, etc
300	Kings Cross-Central
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
303	City-Randwick
X03	City-Sans Souci
304	Central-Elizabeth Bay
304	City-West Kensington
304	City-Kensington
304	City-Coogee
304	City-Randwick
304	City-Rosebery, etc
305	Brighton-le-Sands-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, etc
313	City-Bellevue Hill
313	City-Domain Baths
313	Bondi Junction-Coogee
X13	Bondi Junction-Coogee
314	City-North Bondi
314	City-Bondi (Denham St)
314	Bondi Junction-Coogee
315	City-North Bondi
315	Bondi Junction-Waverley
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	City-Paddington
324	Bondi-Vaucluse
324	City-Watsons Bay
324X	Vaucluse-City
L24	Watsons Bay-City
X24	City-Watsons Bay

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

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

**Periods of operation of Government bus authorities in Sydney**

*From 29 December 1932:* Department of Road Transport & Tramways

*From 27 October 1952:* Department of Government Transport

*From 20 October 1972:* Public Transport Commission of NSW (Bus Division)

*From 1 July 1980:* Urban Transit Authority of NSW

*From 16 January 1989:* State Transit Authority of NSW

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

## 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.)*

*(“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

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

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

### Route 300: City destinations, 1940 – 1953

Date	City destinations		
	M-F	Sat	Sun
7 January 1940	Martin Place	Martin Place	Martin Place
10 March 1940	Martin Place	Circular Quay	Circular Quay
(?)	Martin Place	Martin Place	Martin Place
By 29 December 1946	Martin Place	Martin Place	Circular Quay
26 March 1949	Martin Place	Circular Quay	Circular Quay
25 June 1949	Martin Place	Martin Place	(?)
(?)	Martin Place	Martin Place	Martin Place
28 May 1950	Macquarie St	Macquarie St	Macquarie St
8 July 1950	Central Railway (Hay St)	Central Railway (Hay St)	Central Railway (Hay St)
16 October 1950	Central Railway (Pitt St)	Central Railway (Pitt St)	Central Railway (Pitt St)
26 November 1951	Millers Point (Hickson Rd)	AM Millers Pt (Hickson Rd) PM West Circular Quay	West Circular Quay
23 November 1952	Central Railway	Central Railway	Central Railway
By 1 September 1953	Central Railway†	Central Railway	Central Railway

† Selected peak hour trips extended to Millers Point.

**22 May 1954:** Saturday afternoon & Sunday trips extended to run 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.
- 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** [Station] 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*): Approached 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.

### **City (Central Railway) – Erskineville**

*From 27 May 1951*

**From City (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 (Central Railway, City).

### **City (Millers Point) – Erskineville (night, Saturday afternoon, Sunday & Holiday trips ran City (West Circular Quay) – Erskineville)**

*From 25 November 1951*

**From City (Millers Point)** via Hickson Rd, Sussex St, Erskine St, York St, Druitt St, George St, Hay St, Pitt St, Railway Square, Broadway, Abercrombie St (**Chippendale, Darlington**), Golden Grove St, Wilson St, Burren St, Albert St, Septimus 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, King St, Sussex St, Hickson Rd to Millers Point (City).

**Trips to West Circular Quay** (*Saturday afternoons & Sundays*): Ex Erskineville via same route to Railway Square, then George St, Barton St [former street] to West Circular Quay. Returning via Barton St, George St, Hay St, then normal route.

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

*From 22 May 1954 (based on 22 August 1955 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:** Approached 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.

### 27 May 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Central Railway)- Erskineville		M-F	Central Rly	5.07am	Erskineville	11.55pm	20*	
		Sat		5.07am		12.12am	20	
		Sun		7.50am		11.45pm	20	
		Hols		5.10am		12.00mn	20	

\* More frequent in peak hours.

### 25 November 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Millers Point)- Erskineville†		M-F	Erskineville	5.22amM	Millers Point	5.52pmE	A	
				6.01pmC	W Circular Qy	11.31pmE		
		Sat		5.22amM	Millers Point	12.59pmE	B	
				12.50pmC	W Circular Qy	11.43pmE		
Sun		8.10amC		11.22pmE	20	D		
Hols		5.22amC		11.34pmE	20	D		

\* More frequent in peak hours.

† Night, Saturday afternoon, Sunday & Holiday service ran City (West Circular Quay)-Erskineville.

A – Day, City (Millers Point)-Erskineville 20. Night, City (West Circular Quay)-Erskineville. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (Millers Point)-Erskineville 20. Afternoon, City (West Circular Quay)-Erskineville 20. Night, City (West Circular Quay)-Erskineville. Plus short-working/s before first trip & after last trip shown.

C – To City (West Circular Quay).

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

E – To Erskineville.

M – To City (Millers Point).

## 2 August 1955

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, City (Pitt St, Central Railway)-Erskineville 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 Pty Ltd and Thornley Transport Services Pty Ltd, trading as 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 [Sydney Region route number].

#### 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**

*(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 of NSW, 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:** Approached 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	5.15amS	Sydney Airport	10.55pmK	20	A
			Sydney Airport	8.40pmK				
		Sat	Circular Quay	5.15amS		10.55pmK	30	A
			Sydney Airport	8.40pmK				
		Sun	Circular Quay	5.15amS		10.55pmK	30	A
			Sydney Airport	8.40pmK				
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.

† Extended to Kings Cross (El Alamein Fountain) at night.

A – Day, City (Circular Quay)-Sydney Airport. Night after 8.30pm, extended to run from Sydney Airport to Kings Cross (El Alamein Fountain) via City (Circular Quay). Night trips until 10.05pm returned from Kings Cross (El Alamein Fountain) to Sydney Airport (*not* via Circular Quay).

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

K – To Kings Cross (El Alamein Fountain).

S – To Sydney Airport.

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	M-F	Kings Cross	6.29am	Sydney Airport	7.50pm	20	
	65AK	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 of NSW. 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 (commencement of light rail construction in George St, City/new CBD bus network):*

**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 trolley bus service over same route & 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

*30 July 1951*

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 of NSW, 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 of NSW.

**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:** Approached Eastgardens from Wentworth Av via Bunnerong Rd. 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):** Approached 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 301

### **ROSEBERY (Kimberley Gr) – MASCOT – EASTGARDENS**

#### **Timeline**

20 April 2026:

- Part of route in previous entry revived by U-Go Mobility Pty Ltd (a joint venture of UGL & Go-ahead Group) as a Monday-Saturday daytime service.
- Shared part of route with 306.
- Part of Contract Region 10, quoted in *Table Talk* magazine, May 2026.

#### **Streets**

From 20 April 2026

**From Rosebery** (Kimberley Gr at Dalmeny Av) via Dalmeny St, 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 Dalmeny St, then Morley Av, Rosebery Av, Kimberley Gr to Dalmeny Av (Rosebery).

#### **Timetable Summary**

20 April 2026

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rosebery (Kimberley Gr)-Mascot-Eastgardens	27	M-F	Rosebery	9.35am	Eastgardens	5.15pm	30	
		Sat		9.35am		5.08pm	30	
		Sun						

## Route 302

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

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

- **All trips ran 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 [1925 route number].

**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): Approached 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): Approached 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): Approached 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	Eddy Av	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	C			
	Sans Souci	1.32pmQ		6.10pmD 10.35pmM				
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 Dolls Point		
		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		
<b>301:</b> City (Circular Quay)-Kensington (Virginia St)	26	M-F	Virginia St	6.07am	Circular Quay	6.14pm	20	
		Sat						
		Sun						
<b>302:</b> City (Circular Quay)-Sans Souci via Florence Av, Eastlakes†	Fr C/Quay 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				
<b>303:</b> 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		
		Sun	Sans Souci	7.56amQ	Circular Quay	10.35pmM	G	
						4.55pmS		
						11.05pmM		
<b>304:</b> City (Circular Quay)-West Kensington	24	M-F	W Kensington	7.25am	Circular Quay	5.33pm	Ph2	
		Sat		5.24am		10.55pm	H	
		Sun	Circular Quay	4.50pm		5.42pm	I	
<b>302 or 303:</b> City (Circular Quay)-Mascot Airport	48 (302) 45 (303)	M-F	Circular Quay	7.11am	Circular Quay	5.50pm	20/40	
		Sat	Mascot Airport	9.01am		12.44pm	J	
		Sun						

# Average day frequencies along common route:

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

\* More frequent in peak hours.

† Peak hour trips extended to Caringbah.

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

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

C – To Caringbah.

D – To Dolls Point.

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

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

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

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

I – 2 trips from City (Circular Quay).

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

M – To Mascot.

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

Ph2 – Peak hours only.

Q – To City (Circular Quay).

S – To Sans Souci.

**5 August 1990**

**City – Kensington – Mascot routes**

**301-303**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
<b>301:</b> City (Circular Quay)-Mascot-Eastgardens	55	M-F	Circular Quay	8.27am	Circular Quay	4.30pm	30	A
		Sat		8.55am		4.27pm	30	B
		Sun						
<b>302:</b> City (Circular Quay)-Sans Souci via Florence Av, Eastlakes	Fr C/Quay 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		
<b>303:</b> City (Circular Quay)-Sans Souci†	71	M-F	Sans Souci	5.13am	Circular Quay	5.40pm	30	B
		Sat		7.56am		5.05pm	30	
		Sun						

# Average day frequencies along common route:

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

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

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

† Via Maloney Av, Eastlakes.

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

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

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

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

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

M – To Mascot.

Q – To City (Circular Quay).

S – To Sans Souci.

**Route 302**

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

**REDFERN – KENSINGTON – KINGSFORD – EASTGARDENS**

**Timeline**

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

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

### City (Circular Quay) – Kensington – Eastgardens

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): Approached 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 ran 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 run 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 of NSW 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): Approached 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): Approached 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): Approached 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 Reginald 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): Approached 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:** Approached 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).

### Alteration

**From 23 March 1952:** Ex City (Eddy Av, Central Railway) from Elizabeth Bay Rd via Ithaca Rd, Billyard Av, Onslow Av to Elizabeth Bay Rd (so that buses around the loop former by those streets in a unidirectional direction).

## Timetable Summary

### 6 December 1942

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		M-F	Darlinghurst	6.51amE	Eddy Av	6.14pmE	A	
			Elizabeth Bay	7.05amC	Elizabeth Bay	11.57 pmD		
		Sat	Darlinghurst	6.51amE	Eddy Av	1.14pmE	B	
			Elizabeth Bay	7.25amC	Elizabeth Bay	11.57 pmD		
Sun	Darlinghurst	7.34amE		12.05amD	AM 30 PM 20			

\* More frequent in peak hours.

A – Peak hours. Elizabeth Bay-City (Eddy Av, Central Railway). Day, Elizabeth Bay-Taylor Square 20. Night, Elizabeth Bay-Taylor Square.

B – Morning, Elizabeth Bay-City (Eddy Av, Central Railway) 20. Afternoon, Elizabeth Bay-Taylor Square 20. Night, Elizabeth Bay-Taylor Square.

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

D – To Darlinghurst.

E – To Elizabeth Bay.

### 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 of NSW.

**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):* Approached 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 of NSW, 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 of NSW. 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.

B – 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 – ZETLAND/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 of NSW, 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 John Holland (NSW) Pty Ltd, trading as 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/Green Square**

### Alterations

- **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.
- **From 20 April 2026:** Ex City (Circular Quay) from Joynton Av via Zetland Av to Paul St (Green Square). Return via Paul St, Geddes Av, Portman St, Zetland Av, Joynton Av.

## 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) via Crown St	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 via Crown St	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 of NSW, 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.

**2 December 2018:** Curtailed to run Redfern – Mascot (Stamford Plaza Hotel).

#### 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 Stamford Plaza Hotel (Mascot). Reverse on return.

## Redfern – Mascot (Stamford Plaza Hotel)

2 December 2018

**From Redfern** (Regent St at Redfern St) via Regent St, Botany Rd, McEvoy St, Maddox St (**Alexandria**), Bourke Rd (**Beaconsfield**), Gardeners Rd, Kent St, Coward St (**Mascot**), Bourke Rd, O’Riordan St to Stamford Plaza Hotel (Mascot).

**From Mascot** (Robey St at O’Riordan St, adjacent to Stamford Plaza Hotel) via O’Riordan St, then reverse route to McEvoy St, then Wyndham St, Gibbons St to Redfern Station.

### 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 Centre	5.50pm	Ph	A
		Sat						
		Sun						

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

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

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 (Stamford Plaza Hotel)	20	M-F	Redfern	6.07am	Stamford Plaza	5.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Redfern, afternoon from Mascot (Stamford Plaza Hotel)).

## 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 general renumbering of Eastern Suburbs routes into the 300-399 series.
- Then or later a full-time service.
- Operated by Department of Road Transport & Tramways.

(?): Sunday service ceased.

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

**At some point between 18 February 1946 & 27 November 1949:** Days of service extended to Sundays.

**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, it became 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 Rd) – 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): Approached 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): Approached City from George St via Alfred St to between George St & Pitt St (West Circular Quay). Return via Pitt St.
- **From 14 July 1969:** Approached 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

18 February 1946

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		M-F	Dover Rd	7.08am	Dover Heights	11.52pm	30*	
		Sat		6.58am		11.52pm	30	
		Sun						

\* More frequent in peak hours.

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.

5 August 1951

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	Fr D Hts 9R 34M	M-F	Dover Heights	7.07am	Macquarie St	11.38pm	20	A
		Sat		7.14am		11.38pm	AM 20 PM 30	
		Sun		7.20amR	Dover Rd	12.03amH	30	
		Hols		7.20am	Macquarie St	11.38pm	30	

\* More frequent in peak hours.

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

H – To Dover Heights.

M – To City (Macquarie St).

R – To Rose Bay (Dover Rd).

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 via Euston Rd**

#### **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 of NSW.

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 of NSW, 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 of NSW 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 John Holland (NSW) Pty Ltd, trading as Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.
- Shared part of route with 301 from 20 April 2026.

#### **Streets**

*From 5 December 2021*

**From Redfern** (Regent St at Redfern St) via Regent St, Botany Rd, Epsom Rd, Rosebery Av (**Rosebery**), Kimberley Gr, Dalmeny Av, Gardeners Rd, Racecourse Pl, Evans Av, Maloney St (**Eastlakes**), 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 buses.

**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:** Mornings ex City (Eddy Av, Central Railway) from Mitchell Rd via Harley St, Euston Rd, Maddox St, to Mitchell Rd. Afternoons 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 & East Botany –Kingsford with 310.
- Operated by Urban Transit Authority of NSW.

**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:* Approached 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 of NSW 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.
- Eastgardens – Matraville replaced by 392.
- Service along Denison St not replaced.

**3 April 2022:** Transferred to John Holland (NSW) Pty Ltd, trading as 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, as part of the replacement of the outer end of the Circular Quay – North Bondi via Bellevue Hill tram service by buses.  
**By August 1962:** Ceased.

#### **Streets**

**From North Bondi** (tram terminus) via Campbell Pde (**Bondi Beach**), Curlew St, Birriga Rd (**Bellevue Hill**), Victoria Rd, Edgecliff Rd (**Woollahra**), Queen St, Ocean St, New South Head Rd (**Edgecliff**), Neild Av, Boundary St to McLachlan Av (Paddington). Reverse on return.

#### **Timetable Summary**

*5 February 1956*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Paddington (Boundary St)		M-F	North Bondi	7.29am	Boundary St	4.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Bondi, afternoon from Paddington (Boundary St)).

## 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 commenced.

**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.

**2 December 2018:** City terminus altered to Central Railway (Pitt St/Eddy Av)

## 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:* Approached 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:* Approached 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:* Approached City (Circular Quay) from Bridge St via Young St to Circular Quay. Return via Alfred St, Phillip St.
- *By July 1978:* Approached 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:* Approached City (Circular Quay) from Bridge St via Young St to Circular Quay. Return via Alfred St, Phillip St.
- *From 19 May 1986:* Approached St Peters from Mitchell Rd via Coulson St, Concord St, King St to St Peters Station. Unaltered on return.
- *By 18 October 1987:* Approached City (Circular Quay) from Phillip St via Bent St, Young St to Alfred St. Unaltered on return.
- *By 11 September 1988:* Approached City (Circular Quay) from Phillip St via Bent St, Loftus St to Alfred St. Return via Alfred St, Pitt St, Hunter St, Castlereagh St, Goulburn St.

## **Redfern – St Peters**

*From 5 August 1990*

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

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

## **City (Market St) – St Peters**

*By January 1993*

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

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

## **City (Circular Quay) – St Peters – Marrickville Metro**

Alteration

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

## **City (Millers Point) – St Peters – Marrickville Metro**

*From 23 June 2002*

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

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

**Trips terminating at Gresham St** (*peak hours*): Approached 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.

## **City (Pitt St/Eddy Av, Central Railway) – St Peters – Marrickville Metro**

Alteration

*From 2 December 2018:* Approached Central Railway from Elizabeth St via Hay St, Pitt St to Eddy Av. Return via Eddy Av, Elizabeth St.

**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.

**10 February 1985**

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	28	M-F	St Peters	6.28am	Circular Quay	6.37pm	35*	A
		Sat		7.55am		5.05pm	AM 35 PM 60	
		Sun		9.35am		5.05pm	60	

\* More frequent in peak hours.

A – Plus short-working/s City (Central Railway) – St Peters before first trip shown.

**18 October 1987**

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	28	M-F	St Peters	6.28am	Circular Quay	6.39pm	30*	A
		Sat		7.55am		5.05pm	AM 30 PM 60	
		Sun		9.35am		5.05pm	60	

\* More frequent in peak hours.

A – Plus short-working/s City (Central Railway) – St Peters 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	Fr M/Met 7H 36C	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	

Alexandria in this table means Huntley St/Mitchell Rd.

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.

C – To City (Circular Quay).

H – To Alexandria (Huntley St/Mitchell Rd).

**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/Met 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	B	
						11.19pmS		
		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.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
308: City (Pitt St/Eddy Av, Central Railway-Marrickville Metro	29CM 14CS	M-F	Pitt St/Eddy Av	5.59amM	M'ville Metro	9.26pmC	A	
					Pitt St/Eddy Av	11.02pmS		
		Sat	M'ville Metro	8.00amC	M'ville Metro	7.00pmC	B	
					Pitt St/Eddy Av	11.27pmS		
		Sun		8.00amC		6.55pmM	30	

\* More frequent in peak hours.

A – Day, City (Central Railway, Pitt St/Eddy Av)-Marrickville Metro 30\*. Night, City (Central Railway, Pitt St/Eddy Av)-St Peters.

B – Day, City (Central Railway, Pitt St/Eddy Av)-Marrickville Metro 30\*. Night, City (Central Railway, Pitt St/Eddy Av)-St Peters.

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

CM – City (Central Railway, Pitt St/Eddy Av)-Marrickville Metro.

CS – City (Central Railway, Pitt St/Eddy Av)-St Peters.

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.
- **Suburbs:** Bondi Junction, Waverley, Randwick, Coogee Beach.

## 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 curtailment of the Circular Quay – Matraville via Botany tram service to run Circular Quay – Botany (Chelmsford Av) & the replacement of the Botany (Chelmsford Av) – Matraville section of the tram service by buses:

- 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 route 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 on Mondays-Saturdays 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. 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 Redfern – Port Botany (Military Rd) 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).
- Routes were:
  - 309 City (Circular Quay) – Port Botany Depot (via Beauchamp Rd, Bunnerong Rd & Military Rd in the Matraville/Port Botany area) (full time service)
  - L09 Redfern – Port Botany (Military Rd) (via Bumborah Point Rd & Military Rd in the Matraville/Port Botany area) (peak hours)
  - X09 City (Martin Pl or Spring St) – Banksmeadow (Stephen Rd) (peak hours).

**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 (Discovery Cove Business Park)
- 309X peak hour service City (Railway Square) – Port Botany (Military Rd) (via Bumborah Point Rd & Military Rd in the Matraville/Port Botany area) commenced, replacing parts of L09.
- Banksmeadow – Port Botany part of 309 replaced by 307 & 309X.
- L09 replaced by new 309 & 310X.
- X09 replaced by altered 309 & new 310X.
- Routes were:
  - 309 City (Railway Square) - Banksmeadow (Discovery Cove Business Park) (full time service)
  - 309X Redfern – Port Botany (Military Rd) (via Bumborah Point Rd & Military Rd in the Matraville/Port Botany area) (peak hours)

**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 Depot (via Beauchamp Rd, Bunnerong Rd & Military Rd in the Matraville/Port Botany area), providing all service in the Botany – Banksmeadow – Matraville corridor & in Military Rd, Port Botany.
- 309 Redfern – Matraville became a “frequent” route.
- 309 replaced part of 307.
- City (Railway Sq) – Redfern replaced by 308 & Railway services.
- 309 & 310 shared service between City (Railway Sq) & Botany.
- 309X ceased. Mainly replaced by 309.

**3 April 2022:** Transferred to John Holland (NSW) Pty Ltd, trading as 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*

**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**), Castlereagh St, Chalmers St, Randle 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):** Approached 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): Approached 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:** Approached 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:**  
**Matraville (Millennium Ct) extension:** From Port Botany Depot via Bumborah Point Rd, Military Rd, Millennium Ct (to end?). Reverse on return.
- **By March 2001:** Approached 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):

Approached 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 (**Matraville**), 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) – Matraville**

**From 2 December 2018**

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

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

## **Route L09**

### **Redfern – Port Botany (Military Rd)**

**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 (Matraville).

**From Matraville** (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 (Matraville).

**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:* Approached 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):*

Approached City from Chalmers St via Elizabeth St, Eddy Av, Pitt St to Railway Square. Return via reverse route to Eddy Av, then Elizabeth St, Bourke 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		
		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, 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-Matraville	Fr City 35B 47M	M-F	Matraville	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 Matraville (Moorina Av).

Ph – Peak hours only (both directions).

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	
		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 PM 30	
		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.

18 October 1987

**City – Botany routes**

**307, 309, 310**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
307: City (Circular Quay)-Botany-Kingsford†	62	M-F	Circular Quay	8.44am	Kingsford	2.46pm	30	
		Sat						
		Sun						
309: City (Circular Quay)-Botany-Port Botany‡	57QD	M-F	Pt Botany Dep	4.23amQ	Circular Quay	5.40pmP	A	
			Phillip Bay	6.30amQ		12.07amD		
		Sat	Pt Botany Dep	4.23amQ	Circular Quay	1.12amD	AM 20 PM 30	
		Sun	Pt Botany Dep	5.30amC	Botany Cem	4.56pmQ	E	
Circular Quay	10.20amC 12.16pmL		La Perouse Circular Quay	5.55pmQ 11.42pmD				
310: City (Circular Quay)-Botany-Kingsford	Fr Kings 18B 58Q	M-F	Kingsford	6.29amQ	Circular Quay	6.47pmK	F	
					Kingsford	11.24pmB		
		Sat		6.13amQ	Circular Quay	5.19pmK	G	
					Kingsford	11.24pmB		
		Sun		7.25amB		10.24pmB	40	H

# Average day frequencies along common route:

- M-F City (Circular Quay) – Botany (307, 309, 310) 10  
East Botany-Kingsford (307, 310) 15
- Sat AM City (Circular Quay) – Botany (309, 310) 10
- Sat PM City (Circular Quay) – Botany (309, 310) 15
- Sun City (Circular Quay) – Matraville (309) 20.

\* More frequent in peak hours.

† Via Stephen Rd.

‡ Extended to Phillip Bay in peak hours, to Prince Henry Hospital (selected trips), to La Perouse (Sundays) or to Botany Cemetery (peak hours & Sundays).

A – City (Circular Quay) – Port Botany Depot 30\*. City (Circular Quay) – Phillip Bay, peak hours only (mornings from Phillip Bay, afternoon from City (Circular Quay)). Extra trip from City (Circular Quay) to Port Botany Depot on Fridays. Selected peak hour trips extended from Port Botany Depot to Botany Cemetery.

B – To Botany Town Hall.

C – To Botany Cemetery.

D – To Port Botany Depot.

E – Morning, City (Circular Quay) – Port Botany Depot 20/40. Afternoon, City (Circular Quay) – Port Botany Depot 20/40 plus City (Circular Quay) – La Perouse 5 trips. From City (Circular Quay) to Prince Henry Hospital 1 trip, return service provided by diversion of 1 trip from La Perouse to City (Circular Quay).

F – Day, City (Circular Quay)-Kingsford 30. Night, Botany Town Hall-Kingsford. Plus short working/s before first trip & after last trip shown.

G – Morning, City (Circular Quay)-Kingsford 20. Afternoon, City (Circular Quay)-Kingsford 30. Night, Botany Town Hall-Kingsford. Plus short working/s before first trip & after last trip shown.

H – Plus short working/s after last trip shown.

L – To La Perouse.

P – To Phillip Bay.

Q – To City (Circular Quay).

QD – City (Circular Quay)-Port Botany Depot.

23 June 2002

**City – Botany routes**

**309, L09, X09, 310, X10**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
<b>309:</b> City (Circular Quay)-Botany-Port Botany	Fr C/Quay 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				
<b>L09:</b> Redfern-Botany-Port Botany	28	M-F	Redfern	6.05am	Port Botany	5.05pm	Ph1	
		Sat						
		Sun						
<b>X09:</b> City (Martin Pl or Spring St)-Botany-Banksmeadow	39	M-F	Banksmeadow	7.23am	Spring St	6.07pm	Ph2	
		Sat						
		Sun						
<b>310:</b> City (Circular Quay)-Botany-Eastgardens	58	M-F	Eastgardens	5.42am	Circular Quay	11.10pm	20*	
		Sat		6.17am		11.10pm	20	
		Sun	Circular Quay	7.19am		11.10pm	30	
<b>X10:</b> City (Spring St)-Botany-Eastgardens	53	M-F	Spring St	4.38pm	Spring St	5.47pm	Ph3	
		Sat						
		Sun						

# Average day frequencies along common route:

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

\* More frequent in peak hours.

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

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

C – To City (Circular Quay).

D – To Port Botany Depot.

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

M – To Matrville (Moorina 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 (Railway Sq)-Botany (309, 310) 10.
- Sat City (Railway Sq)-Botany (309, 310) 10.
- Sun City (Railway Sq)-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.
- **Suburbs:** Darlinghurst, Moore Park, Randwick, Clovelly.

## Route 310

**CITY (Central Railway) – RANDWICK Bus Depot (INDUTRIAL) ■**

### Timeline

#### **Unnumbered period ?-1960**

(?): Commenced as an unnumbered peak hour service by Department of Government Transport.

(?): Numbered 310.

**29 February 1960** (replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses): Replaced by 001.

## 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.
- Shared East Botany – Kingsford with 307 from 19 October 1987 to 5 August 1990.
- 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:** Approached 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:** Approached 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:** Approached 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):*

Approached 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:** Approached 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):

Approached 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 of NSW, 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 John Holland (NSW) Pty Ltd, trading as 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 Square)-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 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 Station entrance (City).

## Alteration

**From 23 March 1952:** Ex City (Wynyard) from Elizabeth Bay Rd via Ithaca Rd, Billyard Av, Onslow Av to Elizabeth Bay Rd (so that buses around the loop former by those streets in a unidirectional direction).

## 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 John Holland (NSW) Pty Ltd, trading as 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 near 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:** Approached 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:** Approached northern City terminus 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):** Approached 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)

### Alterations

- **From 5 December 2021:** Approached City from Elizabeth St via Hay St, Pitt St, Eddy Av to Belmore Park. Return via Elizabeth St.
- **From 10 December 2023:** Ex Rozelle from Elizabeth St via Wentworth Av, Oxford 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) – WOOLLOOMOOLOO (Blind Institute) (INDUSTRIAL) ■**

**Timeline**

**Unnumbered period 1948-49**  
**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:** Approached 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:** Approached 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	Wynyard	11.00pmE	30	
				6.18pmY				

\* 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:**

- As part of general reorganisation of Eastern Suburbs routes, 091 rearranged & renumbered:
  - Morning peak hour:* From Darlinghurst – Garden Island (east side)
  - Afternoon peak hour:* From Garden Island (east side) to City (Railway Square).
- Shared route with 311.
- Operated by State Transit Authority of NSW.

**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 (St Thomas St) (“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.
- *Suburbs:* Darlinghurst, Paddington, Bondi Junction, Waverley.

## Timetable Summary

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Waverley (St Thomas St)		M-F					30	
		Sat						
		Sun	St Thomas St	6.20am	Circular Quay	10.36pm		
City (Central Railway)-Waverley (St Thomas St)		M-F					LNs	
		Sat						
		Sun	Central Rly	12.26am	St Thomas St	12.57am		

LNs – Late night (early Monday morning) service.

## Route 313

### **CITY (St James Station) – BELLEVUE HILL via Oxford St (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, “because staff shortages prevented improvement in tram timetables” [*Sydney Morning Herald*, 26 January 1950, per Trove].

**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 (Wynyard) – NATIONAL ART GALLERY – DOMAIN BATHS ■**

*(Domain Baths are now known as Andrew (Boy) Charlton Pool.)*

*(National Art Gallery is now known as Art Gallery of New South Wales.)*

#### **Timeline**

**20 February 1950:** Weekday service commenced by Department of Road Transport & Tramways.

**Later:** Days of service altered to Sundays-Fridays (or Sundays only?).

**12 May 1950:** Ceased.

*Service suspended.*

**29 June 1951:** Reinstated.

**15 July 1951:** Ceased.

#### **Streets**

*From 20 February 1950*

**From City (Wynyard)** (Hunter St/George St) via Hunter St, Macquarie St, Queens Sq, Prince Albert Rd, Art Gallery Rd (**National Art Gallery**), Domain Baths [now Mrs Macquaries] Rd, to Domain Baths.

**From Domain Baths** via reverse route to Macquarie St, then Martin Pl, George St to Wynyard (City).

#### **Timetable Summary**

*20 February 1950*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Domain Baths		M-F	Wynyard	12.05pm	Domain Baths	2.20pm	30	
		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 [1925 route number]
- Taken over by Department of Road Transport & Tramways from Joe Bowden.

**17 December 1956 or 1 February 1957:** Extended to run City (St James Station) – Bondi Junction – Waverley (Gibson St).

**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 John Holland (NSW) Pty Ltd, trading as 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: Approached Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

### Route X13

From 5 August 1991

Same route.

### Route 313

From 23 June 2002

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.
- **Suburbs:** Darlinghurst, Paddington, Bondi Junction, Bondi Beach, North Bondi.

## Timetable Summary

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- North Bondi		M-F						
		Sat						
		Sun	North Bondi	6.30am	North Bondi	10.19pm	30	A

A – Plus all-night midnight-to-dawn service.

## Route 314

### **CITY (various termini) – BONDI (Denham St) (TRAM SUPPLEMENTARY ROUTE) ■**

#### **Timeline**

**28 March 1949:** City (St James Station) – Bondi (Denham St) peak hour service (supplementary to Circular Quay – North Bondi via Bondi Junction tram service) commenced by Department of Road Transport & Tramways, “because staff shortages prevented improvement in tram timetables” [*Sydney Morning Herald*, 26 January 1950, per Trove].

**31 January 1950:** Ceased. Normal tram service then provided all service.

*Service suspended while sufficient tram crews were available.*

**29 May 1950:** Reinstated as City (St James Station) – Bondi (Denham St).

**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:** Approached 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):** Approached Bondi Junction from Bronte Rd via Grosvenor St to Bondi Junction Interchange. Reverse on return.
- **25 September 1989:** Approached 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		
314: 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		
314: 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 (express)	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 (express)	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			
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			
316: Bondi Jun-South Coogee-Maroubra Junction-Eastgardens	40	M-F	Bondi Junction	7.20am	Eastgardens	5.50pm	60	C	
		Sat	Eastgardens	8.30am		4.30pm			60
		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			
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			
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			
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			

# 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.
- *Suburbs:* Darlinghurst, Paddington, Bondi Junction, Bondi Beach, North Bondi.

## Route 315

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

#### **Timeline**

**1 January 1950:** Full time service commenced by Department of Road Transport & Tramways, replacing private 203 [1925 route number].

**26 February 1950:** Transferred to Joe Bowden & renumbered 203 or 244 [1925 route numbers].

#### **Streets**

*From 1 January 1950*

**From Bondi Junction** (Spring St) via Spring St, Bronte Rd, Birrell St, Alfred St, Hewlett St, Murray St to Gibson St (Waverley)

**From Waverley** (Gibson St at Murray St) via reverse route to Bronte Rd, then Ebley St to Newland St (Bondi Junction).

#### **Timetable Summary**

*1 January 1950*

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	11.30pm	30*	
		Sat		7.00am		11.30pm	AM 15 PM 30	
		Sun		9.45am		11.00pm	30	

\* More frequent in peak hours. Day frequency on Fridays 15.

† Based on later 313 over same route.

## 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, although service on Public Holidays continued.

**17 November 1952:**

- Hours of service reduced to Mondays-Fridays. Weekend service Double Bay – Bondi Junction replaced by existing 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:** Ceased 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*

**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 May 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	Bondi Junction	7.00am	Macquarie St	11.47pm	20*	
		Sat		6.57am		11.47pm	AM 10 PM 20	
		Sun		7.11am		11.47pm	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)- 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.

*5 August 1951*

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						
		Hols	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:** Times of service extended to daytime weekdays & Saturday mornings.

**By August 1984:** Times of service extended to daytime Mondays-Saturdays.

**By 18 October 1987:** Days of service extended to Sundays. Then ran daily daytime.

**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:** Approached Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

#### **Timetable Summary**

*5 November 1979*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-South Coogee-Coogee Beach	33	M-F	Bondi Junction	8.59am	Bondi Junction	2.02pm	A	
		Sat						
		Sun						

A – From Bondi Junction 4 trips, from Coogee Beach 3 trips.

#### *Later dates*

*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 tram line as closely as possible.
- *Suburbs:* Rockdale, Kogarah, Ramsgate, Sans Souci, Sandringham, Dolla Point.

## 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 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 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 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:** Approached 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:** Approached 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.

#### 2 January 1951

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	5	
		Sat		5.10am		11.59pm	5	
		Sun		7.00am		10.59pm	AM 15 PM 10	

#### 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	6.00pmK	15*	
					Wynyard	11.51pmK		
		Sat		6.17amY		11.51pmK	AM 10 PM 15	
		Sun		7.39amY		10.51pmK	30	
		Hols		6.09amY		11.51pmK	AM 30 PM 20	

\* More frequent in peak hours.

† Extended to City (Erskine St Wharf) in peak hours.

A – Peak hours, City (Erskine St Wharf) – Kings Cross. Day, City (Wynyard) – Kings Cross 15. Night, City (Wynyard) – Kings Cross.

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 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 of NSW.

**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.
- *Suburbs:* Redfern, Zetland, Rosebery.

## 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. Replaced by 301, 316 & 324.

#### **Streets**

*From 8 February 1959*

**From City (Erskine St Wharf)** via New St [former street], Shelley St [former street], Erskine St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Hunter Str, 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 at 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 – PAGEDWOOD – 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:* Maroubra Junction – South Maroubra (Tyrwhitt St) 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).

**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).

### **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 of NSW.
- 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.
- *Suburbs:* Rockdale, Brighton-le-Sands.

## 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:** Approached 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.
- *Suburbs:* Surry Hills, West Kensington,

## Route 319

### **CHIPPENDALE (City Rd Junction) – CENTENNIAL PARK (Robertson Rd) via Cleveland St**

- **Extended to start from Coogee Beach (limited morning peak hour service, mid-1960s(?)-1976)**

## Timeline

### 15 December 1952:

- Peak hour service Chippendale (City Rd Junction) – Centennial Park (Robertson Rd) commenced by Department of Government Transport, replacing peak hour tram service over same route.
- An early example of a “pay-as-you-enter” (ie, one-man operated) bus service replacing a tram service.

By May 1967: Limited morning service extended to start from Coogee Beach.

November 1976: Renumbered 013 [Sydney Region route number].

## Streets

### From 15 December 1952

**From Chippendale (City Rd Junction)** (City Rd at Broadway) via City Rd, Cleveland St, Anzac Pde (**Moore Park**) to Robertson Rd (Centennial Park).

**From Centennial Park (Robertson Rd)** (in Anzac Pde) via reverse route to City Rd then Myrtle St, Shepherd St, Broadway, City Rd to near Broadway (City Rd Junction).

## Timetable Summary

### 15 December 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chippendale (City Rd Junction)-Centennial Park (Robertson Rd)	13	M-F	Robertson Rd	6.56am	City Rd Jun	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

### May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chippendale (City Rd Junction)-Centennial Park (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 Chippendale (City Rd Junction). Remaining service, Chippendale (City Rd Junction)-Centennial Park (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		
Chippendale (City Rd Junction)-Centennial Park (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 Chippendale (City Rd Junction). Remaining service, Chippendale (City Rd Junction)-Centennial Park (Robertson Rd) (limited service, both directions).

## Route 320

### **BONDI BEACH – ROSE BAY – VAUCLUSE** ■

#### **Timeline**

**12 May 1940:** Renumbered from 20 [1925 route number], 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, 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).

**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”)** ■

*(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)*

#### **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 chosen somewhat arbitrarily as one of the “Red Arrow” routes. It 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 operators, 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, The 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, The 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**

#### **ZETLAND/GREEN SQUARE – CITY (Railway Square)**

*(Gore Hill for this route is a locality within the suburb of Artarmon.)*

### **Timeline**

9 February 2020:

- Full time service renumbered from M20.
- Compared with M20, curtailed to run Mascot – City – Gore Hill. Mascot – Botany replaced by existing 309.
- 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 existing 309.

**4 August 2024** (*originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham*):

Curtailed to run City (Central Railway) (Chalmers St arriving, Elizabeth St departing) – Zetland.

- Replaced between North Sydney & Gore Hill in peak hours by new 119.
- Replaced between North Sydney & City by extension of Metro over a similar route.

**8 December 2024:** Extended in the City from Chalmers St or Elizabeth St to Railway Square.

### **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.

**City (Central Railway) (Chalmers St arriving, Elizabeth St departing) – Zetland***From 4 August 2024***From City (Elizabeth St, Central Railway)** (at Foveaux St) via Elizabeth St, Phillip St, Bourke St, O’Dea Av, Joynton Av to Gunyama Park (Zetland).**From Zetland** (Joynton Av at Gunyama Park) via reverse route to Elizabeth Sr, then Redfern St, Chalmers Sr to Central Railway (Central Railway, City).**City (Railway Square) – Zetland/Green Square****Alterations**

- **From 5 December 2021:** Extended from Chalmers St, Central Railway via Randle St, Elizabeth St, Eddy Av, Pitt St, Lee St (Railway Square). Return via reverse route to Elizabeth St, Phillip St.
- **From 20 April 2026:** Ex City (Railway Square) from Joynton Av via Zetland Av to Paul St (Green Square). Return via Paul St, Geddes Av, Portman St, Zetland Av, Joynton Av.

**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	Mascot	7.33amG	Mascot	7.33pmG	B	
				Wynyard	7.35amG	Wynyard	1.37amZ		
		Sun	Mascot	Mascot	7.35amG	Mascot	7.35pmG	B	
				Wynyard	7.35amG	Wynyard	11.35pmZ		

\* More frequent in peak hours.

A – Peak hours &amp; day, Mascot-Gore Hill 15\*. Early morning &amp; 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	
				7.00amG	Central Rly	1.00amZ		
		Sun		7.00amG	Gore Hill	7.30pmZ	B	
				7.00amG	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 &amp; night, Central Railway-Zetland.

B – Day, Zetland-Gore Hill 20. Early morning &amp; night, Central Railway-Zetland.

C – To Central Railway.

G – To Gore Hill.

Z – To Zetland.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Central Rly-Chalmers St or Elizabeth St)-Zetland	16	M-F	Zetland	5.06am	Elizabeth St	1.00am	15*	
		Sat	Elizabeth St	7.02am		1.00am	20	
		Sun		7.00am		12.00mn	20	

\* More frequent in peak hours.

8 December 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Zetland	21	M-F	Zetland	5.33am	Railway Sq	12.00mn	20*	
		Sat		7.20am		12.00mn	20	
		Sun		7.20am		12.00mn	20	

\* More frequent in peak hours.

## Route 321

### **CITY (Martin Pl) – VAUCLUSE – WATSONS BAY** ■

#### **Timeline**

**3 March 1941:** City (Martin Pl) – Vaucluse commenced by Department of Road Transport & Tramways, replacing 320 except on Sundays.

**29 December 1941:** Curtailed to run as a feeder service, Vaucluse – Rose Bay (Dover Rd), as a wartime economy measure.

**12 February 1945:** Replaced by 322.

*Number out of use while service continued as 322.*

**21 September 1947:** Restored as City (Martin Pl) – Vaucluse.

**2 November 1947:** Extended from Vaucluse 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**), Vaucluse Rd, Wentworth Rd (**Nielsen Park**), Fitzwilliam Rd (**Vaucluse**), Hopetoun Av, Salisbury St, Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

## 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.
- **Suburbs:** Darlinghurst, Paddington.

## Route 321

### **CITY (Eddy Av, Central Railway) – VAUCLUSE (Parsley Bay) via Nielsen Park (EXPRESS) (Summer Sundays) ■**

#### **Timeline**

**4 January 1953:**

- Summer Sunday express (limited stop) service commenced by Department of Government Transport, initially on trial, based on the success of the similar Sunday express service on 144 between St Leonards & Manly Wharf.
- 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 (Parsley Bay, Vaucluse) Reverse on return.

#### **Timetable Summary**

**4 January 1953**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Rly)-Vaucluse (Parsley Bay)		M-F						
		Sat						
		Sun	Eddy Av	9.00am	Parsley Bay	5.45pm	15	A

A – Express service, Summer Sundays.

## 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 of NSW.
- 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, Murriverie 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** ■

- **Extended from Vaucluse to Watsons Bay (Sundays, 1985-89)**

#### Also:

- **Bondi Beach – Rose Bay – Point Piper – Double Bay (1948-49)**

### Timeline

**11 April 1944:** Selected trips on 320 rerouted as Bondi Beach – Rose Bay – Vaucluse via Vaucluse Baby Health Centre & renumbered 322. Operated by Department of Road Transport & Tramways

**12 February 1945:** Remaining 320 trips similarly rerouted via Vaucluse 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 – Vaucluse (Saturday afternoons & Sundays) renumbered 324.

**28 November 1949:** Extension from Rose Bay (Dover Rd) to Double Bay via Point Piper ceased.

**23 January 1950:** Bondi Beach – Rose Bay – Vaucluse 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 Vaucluse, replacing Rose Bay (Dover Rd) – Vaucluse part of 325 on that day.

**22 November 1952:** Service on other days extended to Vaucluse, replacing Rose Bay (Dover Rd) – Vaucluse part of 325 when it was reduced to run in peak hours only. 322 then ran Bondi Beach – Rose Bay – Vaucluse 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) – Vaucluse 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) – Vaucluse replaced by increased times of service of 325.

**3 November 1985:** Sunday service extended from Vaucluse 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 nr 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 – Saturday afternoon & night service between Bondi Beach & Rose Bay provided by 324. Plus picture bus from Rose Bay (Dover Rd) to Double Bay cinemas.

B – Service between Bondi Beach & Rose Bay provided by 324.

*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.
- *Suburbs:* Darlinghurst, Moore Park, Randwick, Clovelly.

#### **Timetable Summary**

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Clovelly		M-F						
		Sat						
		Sun	Circular Quay	6.24am	Circular Quay	10.24pm	30	

## 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 & renumbered 324:  
*Peak hours:* selected trips,  
*Off-peak:* alternate trips.
- Weekend service unaltered.

## 28 May 1950:

- 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, Vaucluse**), Old South Head Rd (**Vaucluse 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:** Approached 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 Vaucluse Heights (EXPRESS) ■**

*(Vaucluse Heights was referred to in the 1980s as Upper Vaucluse.)*

*(“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, Vaucluse**), Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay.

### City (West Circular Quay) – Watsons Bay

#### Alterations

- **From 8 August 1966** (based on March 1967 timetable): From 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:** From 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

- **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:* Approached 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:*

- Approached City from Elizabeth St to Martin Pl. Return from Spring St at Pitt St via Pitt St, Hunter St, Elizabeth St, Park St.
- Approached 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

### **CITY (Circular Quay) – PADDINGTON via (?) route (“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.

#### **Streets**

- Followed part of (probably Circular Quay – North Bondi via Bellevue Hill) tram line as closely as possible.
- *Suburbs:* Paddington.

#### **Timetable Summary**

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Paddington		M-F						
		Sat						
		Sun	Paddington	6.30am	Circular Quay	10.39pm	45	

## Route 324

### **BONDI BEACH – ROSE BAY – VAUCLUSE** ■

#### **Timeline**

By 1 May 1949 (but after 19 September 1948): 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 January 1950: Renumbered back to 322.

#### **Streets**

*From 1 May 1949*

**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). 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:

- City terminus for some 323 weekday trips altered to Macquarie St & renumbered 324:

*Peak hours:* selected trips,

*Off-peak:* alternate trips.

- Operated by Department of Road Transport & Tramways.

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, Vaucluse**), Old South Head Rd, Cambridge St, Hopetoun Av, Salisbury St, Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

#### **Alteration**

*By 3 March 1950:* Approached 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**

*23 January 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)-Watsons Bay	25	M-F	Watsons Bay	7.18am	Macquarie St	6.00pm	30*	
		Sat						
		Sun						

\* More frequent in peak hours.

## Route 324

**CITY (various termini) – WATSONS BAY via New South Head Rd & Vaucluse Heights**  
*(some trips EXPRESS)*

## Route 324X

## Route L24

**CITY (various termini) – WATSONS BAY via New South Head Rd & Vaucluse Heights**  
*(LIMITED STOPS)*

*(Vaucluse Heights was referred to in the 1980s as Upper Vaucluse.)*

*(“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 Vaucluse (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 John Holland (NSW) Pty Ltd, trading as 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:* Approached 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:* Approached 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, Craighend 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, Craigend 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, Craigend St (*not* via Edgecliff Interchange). Unaltered on return.

### **City (Circular Quay) – Watsons Bay**

#### Alterations

- **From 8 February 1987 (opening of Pitt St pedestrian mall)**: Approached 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**: Approached 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**: Approached 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)**:

Approached 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**: Approached 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**: Approached City (Circular Quay) from Bent St via Phillip St, Bridge St, Young St to Circular Quay.
- **By 8 October 2006**: Approached City (Circular Quay) from Bent St via Phillip St to Circular Quay.
- **By 20 October 2013**: Approached City (Circular Quay) from Bent St via Phillip St, Bridge St, Young St to Circular Quay.

### **Watsons Bay – City (Wynyard)**

**From 4 October 2015**: Approached City from Park St via Druitt St, Kent St to Margaret St (Wynyard, City).

## Route L24, later 324X

### Vaucluse (Old South Head Rd) – City (Wynyard)

From 23 September 2018

**From Vaucluse (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), City (Wynyard)-Watsons Bay.

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 via Vaucluse Heights	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		
325: City (West Circ Quay)-Watsons Bay via Neilsen Park	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).

W – To Watsons Bay.

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 5.50pmO	Opera House Circular Quay	11.10pmW 1.00amW	A	
		Sat		4.40amQ 6.16pmO	Opera House Circular Quay	11.10pmW 2.00amW	B	
		Sun		6.32amQ 5.55pmO	Opera House	11.30pmW	B	
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 5.37pmO	Opera House	11.50pmW	C	
		Sat		7.27amQ 5.58pmO		11.50pmW	D	
		Sun		8.26amQ 5.36pmO		11.30pmW	D	

# 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		
			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 of NSW, to cater for the start of the Sydney-Hobart yacht race. Part of Contract Region 9.

3 April 2022: Transferred to John Holland (NSW) Pty Ltd, trading as 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 Young St, Bridge St, Phillip St, Elizabeth St, Park St, William St, Kings Cross Rd, Bayswater Rd, New South Head Rd, Old South 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).