



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 325 – 349

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

A work in progress. Corrections and comments welcome – 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.

Summary of routes 325 – 349

325	City-Watsons Bay
326	City-Paddington
326	City-Edgecliff-Bondi Junction
327	Central-Watsons Bay
327	City-Darling Pt-Bondi Jun
327	City-Bellevue Hill-Bondi Jun
328	City-Watsons Bay
328	Central-Watsons Bay
328	Bondi Junction-Darling Pt, etc
329	Bondi Junction-Clovelly
X29	Bondi Junction-Clovelly
330	Central-Edgecliff-Bondi Jun
331	City-South Head Cemetery
332	City-Dover Heights
332	Kings Cross-City
333	Central-Sth Head Cemetery
333	Chatswood-Parramatta, etc
333	Maroubra Jun-Phillip Bay
333	Kingsford-Daceyville
333	Kings Cross-The Rocks
333	City-North Bondi, etc
333N	City-North Bondi
334	Kingsford-La Perouse, etc

334	Pr Henry Hosp-Eastgardens
335	Kingsford-La Perouse, etc
335	Mascot-Eastlakes
336	City-Bunnerong Power House
336	City-Prince Henry Hospital
X36	City-Prince Henry Hospital
337	City-Matraville, etc
338	Central-Alexandria
338	City-Botany, etc
338	Central-Clovelly
339	City-Clovelly
339X	Clovelly-City
X39	Clovelly-City
340	Redfern-W Kensington, etc
340	City-Randwick
340	City-Clovelly express
340	City-Darlinghurst-Clovelly
X40	Clovelly-City
341	Redfern-Alexandria, etc
341	Central-Clovelly
341	Kingsford-Randwick
342	Sydenham-Botany, etc
342	Central-Randwick

342	Malabar-Malabar Heights
342	Kingsford-Daceyville
343	Leichhardt-Bunnerong PH
343	City-Rosebery-Kingsford
343	Chatswood-City-Kingsford
L43	Rosebery-City
X43	City-Kingsford
344	Leichhardt-Mascot
344	City-Rosebery (Crewe Pl), etc
345	St Peters-Alexandria
345	City-Rosebery (Epsom Rd)
346	Bondi Jun-Bunnerong PH
346	City-Rosebery (Joynton Av)
347	St Peters-Alexandria
347	Central-Kingsford
348	St Peters-Alexandria
348	Redfern-Mascot
348	Redfern-Mascot, etc
348	Central-Rosebery
348	Bondi Junction-Wolli Creek
349	Bondi Junction-Pagewood
349	Central-Rosebery

Route 325

CITY (various termini) – WATSONS BAY via New South Head Rd & Nielsen Park

(Nielsen Park was referred to in the 1980s as Lower 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

11 April 1948:

- City (Martin Pl) – Watsons Bay (hours of service?) renumbered from 321.
- Operated by Department of Road Transport & Tramways.

5 December 1949: Curtailed to run City (Martin Pl) – Vaucluse (Russell St), as part of rearrangement of routes when the Dover Rd – Watsons Bay section of the Erskine St – Watsons Bay tram service was initially replaced by buses.

19 December 1949: Off-peak, night & weekend service restored to run City (Martin Pl) – Watsons Bay.

28 May 1950: City terminus altered to Macquarie St, when trams restored to run over full route Erskine St – Watsons Bay:

15 June 1952: Sunday service ceased. Replaced between Rose Bay (Dover Rd) & Vaucluse by extension of days of service of 322.

17 November 1952:

- Reduced to a weekday service.
- Re-extended to run City (Macquarie St) – Watsons Bay in peak hours.
- Replaced 328.
- Again replaced between Rose Bay (Dover Rd) & Vaucluse at other times by extension of days of service of 322 to daily.

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

- City terminus altered from Macquarie St to Bridge St.
- Shared most of route (except through Vaucluse) with 324.

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].

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

- Hours & days of service extended to full time.
- City terminus altered to Circular Quay (Alfred St at Pitt St).
- Supplementary peak hour express trips, Edgecliff – Watsons Bay only, commenced.
- Early evening weekday trips extended to City (Opera House).
- Replaced parts of 322, 327 & 328.
- Trips to Edgecliff only (nights, Saturday afternoons & Sundays) connected there with City trains.

By 1 June 1986:

- Night, Saturday afternoon & Sunday service extended to run City (Circular Quay) – Watsons Bay.
- Extension to City (Opera House) ceased.

By 12 January 1992: Express trips ceased.

March 2001: City (Circular Quay) terminus altered to Alfred St at Young St.

23 June 2002: Night trips Monday-Sunday re-extended to City (Opera House).

August 2003: Extension to City (Opera House) ceased.

1 January 2005: Became part of Contract Region 9.

4 October 2015: City terminus altered to Walsh Bay, as a result of light rail construction in George St, City/new CBD bus network.

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 (Martin Pl) – Watsons Bay

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.

Alteration

From 19 December 1949: From City (Martin Pl) via Phillip St, Hunter St, Macquarie St.

City (Macquarie St) – Watsons Bay

Alterations

- *From 28 May 1950:* Extended In City from Martin Pl via Macquarie St to Bridge St. Reverse on return.
- *From 9 July 1950:* Approached City from Park St via Elizabeth St, Hunter St, Macquarie St. Return from Macquarie St via Martin Pl, Elizabeth St.

City (Bridge St) – Watsons Bay

Alteration

From 10 July 1960: Approached City from Park St via George St, Bridge St to Pitt St. Return via Pitt St, Park 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 14 July 1969:* Approached City (West Circular Quay) from George St via Argyle St, Circular Quay West [former street] to Alfred St. Return via 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**), Vaucluse Rd, Wentworth Rd (**Nielsen Park**), Fitzwilliam Rd, Hopetoun Av, Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via Military Rd, Robertson Pl, Old South Head Rd, Salisbury St, Hopetoun Av, then reverse route to Ocean St, then New South Head Rd, Craighend St, Ward Av, Bayswater Rd, Darlinghurst Rd, William St, Park St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

City (Opera House) extension: Ex Watsons Bay from Bent St/Young St via Young St, Circular Quay East to Opera House (City). Return via Circular Quay East, Alfred St to Pitt St.

Alterations

- *By November 1982:* Ex Watsons Bay from New South Head Rd (approaching Edgecliff) direct via New South Head Rd, Craighend St (**not** via Edgecliff Interchange). Unaltered on return.
- *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)

Alteration

- *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.

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.

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		
City (Martin Pl)- Watsons Bay	Fr M/Pl 33V 40W	M-F	Vaucluse	7.08amM	Martin Pl	11.52pmW	15	A
			Martin Pl	8.32amW				
		Sat	Watsons Bay	7.46amM		11.52pmW	15	B
		Sun		7.32amM		11.32pmW	30†	C

† 15 frequency in Summer months.

A – Peak hours, City (Macquarie St)-Vaucluse. Day & night, City (Macquarie St)-Watsons Bay. Plus short-working/s before first trip & after last trip shown.

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

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

M – To City (Macquarie St).

V – To Vaucluse.

W – To Watsons Bay.

10 September 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)- Watsons Bay	13	M-F	Vaucluse	7.21amM	Macquarie St	11.44pm	20*	A
			Macquarie St	8.09amW				
		Sat	Watsons Bay	7.41am		11.48pm	20	A
		Sun	Macquarie St	7.04am		11.34pm	30	

* More frequent in peak hours.

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

Later dates

See 324

Route 326

CITY (various termini, Central Railway area) – PADDINGTON (Lawson St)■

Timeline

12 May 1940:

- Full time service, City (Eddy Av, Central Railway) – Paddington (Lawson St), renumbered from 229 [1925 route number], as part of general renumbering of Eastern Suburbs routes into the 300-399 series.
- Operated by Department of Road Transport & Tramways.

28 January 1945:

- Extended in Paddington from Glenmore Rd/Lawson St to Lawson St/Goodhope St.
- Days of service reduced to Mondays-Saturdays.

20 July 1959: Night service ceased.

By August 1974: Saturday service ceased.

By March 1976: Times of service reduced to peak hours.

7 October 1984: City terminus altered to Railway Square.

By 5 August 1990 (after 19 February 1989):

- Ceased without direct replacement. 380 & 389 already served some streets.
- By September 1990, a limited service diversion of 389, running *from* Paddington (Lawson St) *to* Bondi Junction, commenced, possibly representing a replacement for part of 326.

Streets

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

Circa 1946

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Glenmore Rd, Lawson St to Vialoux Av [same intersection as Goodhope St] (Paddington).

By 10 January 1966

From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Glenmore Rd, Lawson St to Goodhope St (Paddington).

From Paddington (Lawson St) (at Goodhope St) via reverse route to Elizabeth St, then Eddy Av to Central Railway (City).

City (Railway Square) – Paddington (Lawson St)

Alteration

By September 1984: Extended in City from Eddy Av, Central Railway via Pitt St to Railway Square. Reverse on return.

Timetable Summary

4 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Railway)-Paddington (Lawson St)	13	M-F	Eddy Av	7.11am	Eddy Av	8.02pm	30	A
		Sat		7.11am		8.02pm	30	A
		Sun	Lawson St	9.30am		9.00pm	30	

* More frequent in peak hours.

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

10 January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Railway)-Paddington (Lawson St)	14	M-F	Lawson St	6.56am	Lawson St	6.44pm	40*	
		Sat	Eddy Av	7.13am	Eddy Av	1.10pm	40	A
		Sun						

* More frequent in peak hours.

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

March 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Railway)-Paddington (Lawson St)	14	M-F	Lawson St	6.56am	Eddy Av	5.20pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 326

CITY (Circular Quay) – EDGECLIFF – EAST BELLEVUE HILL – BONDI JUNCTION

- **Extended to City (Opera House) (nights until 2003)**
- **Feeder from 4 October 2015: EDGECLIFF – EAST BELLEVUE HILL – BONDI JUNCTION**

Timeline

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

- Full time service, City (Circular Quay) – Bondi Junction (extended to City (Opera House) at night), commenced by State Transit Authority of NSW., replacing parts of 321, 365 & 366.
- Shared most of City – Edgecliff with 324, 325 & 327 until 4 October 2015.

August 2003: Extension to City (Opera House) ceased.

1 January 2005: Became part of Contract Region 9.

4 October 2015: Curtailed to run as a feeder service, Edgecliff – East Bellevue Hill – Bondi Junction, as a result of light rail construction in George St, City/new CBD bus network. Other routes & Eastern Suburbs Railway continued to run between the City & Edgecliff.

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) – Bondi Junction (extended to City (Opera House) at night)

From 23 June 2002

From City (Circular Quay) (Alfred St at Young St) via Phillip St, Elizabeth 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**), Victoria Rd, Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer St, Balfour Rd, Bunyula Rd (**East Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Victoria Rd, Old South Head Rd, Oxford St, Grosvenor St to Bondi Junction Interchange.

From Bondi Junction (Interchange) via reverse route to Victoria Rd, then New South Head Rd, Ward Av, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay.

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.

Edgecliff – Bondi Junction

From 4 October 2015

From Edgecliff (Interchange) via bus tunnel, New South Head Rd (**Double Bay**), Victoria Rd, Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer St, Balfour Rd, Bunyula Rd (**East Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Victoria Rd, Old South Head Rd, Oxford St, Grosvenor St to Bondi Junction Interchange. Reverse on return.

Timetable Summary

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Bondi Junction†	46	M-F	Circular Quay	7.20amB	Opera House	11.30pmB	A	
			Bondi Junction	5.56pmO				
		Sat		7.17amQ 5.50pmO		11.30pmB	C	
Sun			8.51amQ 6.20pmO		10.30pmB	D		

* More frequent in peak hours.

† Extended to City (Opera House) at night.

A – Day, City (Circular Quay)-Bondi Junction 30*. Night, City (Opera House)-Bondi Junction. Plus short-working/s before first trip shown.

B – To Bondi Junction.

C – Day, City (Circular Quay)-Bondi Junction 30. Night, City (Opera House)-Bondi Junction.

D – Day, City (Circular Quay)-Bondi Junction 30. Night, City (Opera House)-Bondi Junction. Plus short-working/s before first trip shown.

O – To City (Opera House).

Q – To City (Circular Quay).

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-Bondi Junction	27	M-F	Edgecliff	6.30am	Edgecliff	12.16am	60*	
		Sat		7.10am		12.05am	60	
		Sun		7.10am		11.05pm	60	

* More frequent in peak hours.

Route 327

CITY (Eddy Av, Central Railway) – WATSONS BAY via Hopetoun Av ■

Timeline

12 May 1940:

- Full time service renumbered from 227 [1925 route number], as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Operated by Department of Road Transport & Tramways.

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

- Rerouted between Central Railway & Kings Cross via William St instead of Taylor Square.
- Alternate night trips (Monday-Sunday) replaced by 328.

23 June 1979: Replaced by 325, City (Circular Quay) – Watsons Bay via Nielsen Park as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

Streets

Circa 1946

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

From Watsons Bay (Military Rd) via reverse route to Bayswater Rd, then Victoria St, Liverpool St, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av to Central Railway (City).

By 13 August 1962

From City (Eddy Av, Central Railway) via Pitt St, Hay St, George St, 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**), Hopetoun Av (**Vaucluse**), Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via Robertson Pl, Old South Head Rd, Salisbury St, Hopetoun Av, New South Head Rd, Bayswater Rd, Darlinghurst Rd, William St, Pitt St, Eddy Av to Central Railway (City).

Alterations

- **By August 1969:** Ex City (Eddy Av, Central Railway) from George St via Park St, William St. Unaltered on return.
- **By June 1978:** Ex City (Eddy Av, Central Railway) from Bayswater Rd via Kellett Av, Kings Cross Rd, Bayswater Rd. Return from New South Head Rd via Bayswater Rd, Craigend St, Kellett Av, Bayswater Rd.

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		
City (Eddy Av, Central Railway)- Watsons Bay	39	M-F	Eddy Av	5.57am	Eddy Av	11.42pm	15*	A
		Sat		5.57am		11.42pm	15	A
		Sun		7.23am	Watsons Bay	12.00mn	15	A

* More frequent in peak hours.

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

10 September 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)- Watsons Bay	40	M-F	Eddy Av	5.49am	Watsons Bay	11.40pm	20*	A
		Sat		6.02am		11.40pm	AM 10 PM 20	A
		Sun		7.31am		12.00mn	15	

* More frequent in peak hours.

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

13 August 1962

City (Central Railway) – Watsons Bay routes

327, 328

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
327: City (Eddy Av, Central Railway)- Watsons Bay†	44	M-F	Eddy Av	5.48am	Eddy Av	11.42pm	30*	A
		Sat		6.17am		12.04am	20	
		Sun		7.26am		11.12pm	20	
328: City (Eddy Av, Central Railway)- Watsons Bay‡	44	M-F	Watsons Bay	6.46pm	Eddy Av	11.12pm	Ns	
		Sat		7.46pm		11.12pm	Ns	
		Sun		6.50pm		11.12pm	Ns	

Night trips ran alternately via 327 & 328.

* More frequent in peak hours.

† Via Hopetoun Av.

‡ Via Nielsen Park.

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

Route 327

CITY (Circular Quay) – DARLING POINT – EDGECLIFF – BONDI JUNCTION via Ocean St ■

Timeline

8 February 1987:

- Monday-Saturday service City (Circular Quay) – Darling Point – Edgecliff renumbered from 369. Sunday service also commenced from this date.
- Operated by Urban Transit Authority of NSW.

31 July 1988: Sunday service ceased.

4 August 1991: Extended from Edgecliff to Bondi Junction Mondays-Saturdays daytime, replacing that part of 387. 387 continued to run Edgecliff – Bondi Junction – South Head Cemetery on Monday-Saturday nights & all day Sundays.

24 April 1994: Sunday daytime service City (Circular Quay) – Darling Point – Edgecliff – Bondi Junction recommenced, replacing Edgecliff – Bondi Junction part of 387 in that period. 387 continued to run Edgecliff – Bondi Junction – South Head Cemetery on Monday-Sunday nights.

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

- City terminus altered to Gresham St.
- Extended/rerouted as City (Gresham St) – Darling Point – Edgecliff – West Bellevue Hill – Bondi Junction via Manning Rd, replacing parts of 330 (daytime) & 366 (night) (*see next entry*).
- Service between Edgecliff & Bondi Junction via Ocean St replaced by extension of hours of 200 (& alteration of this part of route from limited stops to all stops).

Streets

City (Circular Quay) – Darling Point – Edgecliff

From 8 February 1987

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, Ward Av, Kings Cross Rd, Bayswater Rd, New South Head Rd, New Beach Rd, Yarranabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd, Ocean St, Edgecliff Interchange.

From Edgecliff (Interchange) via reverse route to Park St, then Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

City (Circular Quay) – Darling Point – Edgecliff – Bondi Junction via Ocean St

From 4 August 1991

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd, New Beach Rd, Yarranabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd, Ocean St, **Edgecliff** Interchange, then Ocean St, Queen St (**Woollahra**), Edgecliff Rd, Newland St to Bondi Junction Interchange.

From Bondi Junction (Interchange) via Newland St, Edgecliff Rd, Ocean St, New South Head Rd, New Beach Rd, Yarrabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd, Craigend St, Ward Av, Bayswater Rd, Darlinghurst Rd, William St, Park St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

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)- Darling Point- Edgecliff	30	M-F	Circular Quay	6.30am	Circular Quay	8.03pm	30*	A
		Sat	Edgecliff	7.01am		5.04pm	30	
		Sun		9.38am		5.07pm	60	

* More frequent in peak hours.

A – Extra trip Thursday night.

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)- Darling Point- Edgecliff-Bondi Jun	39	M-F	Circular Quay	6.30am	Circular Quay	8.02pm	30*	A
		Sat	Bondi Junction	6.56am		5.04pm	30	B
		Sun						

* More frequent in peak hours.

A – Extra trip Thursday night.

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

Route 327

CITY (Gresham St) – EDGECLIFF – WEST BELLEVUE HILL – BONDI JUNCTION

- **Via Darling Point (2002-15)**
- **Feeder from 4 October 2015: EDGECLIFF – WEST BELLEVUE HILL – BONDI JUNCTION**

Timeline

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

- Route in previous entry rerouted/extended to run City (Gresham St) – Darling Point – Edgecliff – West Bellevue Hill – Bondi Junction, replacing 330 (daytime) & 366 (night).
- Shared most of City – Edgecliff with 324, 325 & 326 until 4 October 2015.
- Operated by State Transit Authority of NSW.

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:

- Curtailed to run as a feeder service, Edgecliff – West Bellevue Hill – Bondi Junction.
- Service between Edgecliff & Darling Point replaced by new 328.
- Other routes & Eastern Suburbs Railway continued to run between the City & Edgecliff.

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 (Gresham St) – Darling Point – West Bellevue Hill – Bondi Junction

From 23 June 2002

From City (Gresham St) via Bridge St, Pitt St, Hunter St, Elizabeth St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, Ward Av, Kings Cross Rd, Bayswater Rd, New South Head Rd (**Rushcutters Bay**), New Beach Rd, Yarrabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd, Ocean St, **Edgecliff** Interchange, bus tunnel, New South Head Rd, Manning Rd (**Double Bay**), Suttie Rd, Arthur St, Bellevue Rd (**West Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St, Grosvenor St to Bondi Junction Interchange.

From Bondi Junction (Interchange) via reverse route to Elizabeth St, then Phillip St, Bent St, Gresham St (City).

Edgecliff – West Bellevue Hill – Bondi Junction

From 4 October 2015

From Edgecliff (Interchange) via bus tunnel, New South Head Rd, Manning Rd (**Double Bay**), Suttie Rd, Arthur St, Bellevue Rd (**West Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St, Grosvenor St to Bondi Junction Interchange. Reverse on return.

Timetable Summary

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Gresham St)-Darling Point-Edgecliff-Bondi Jun	49	M-F	Gresham St	7.01am	Gresham St	9.25pm	30	A
		Sat	Bondi Junction	6.55am		7.28pm	30	
		Sun		7.30am	Bondi Junction	6.30pm	60	

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		
Edgecliff-Bondi Junction	21	M-F	Bondi Junction	6.49am	Edgecliff	9.47pm	60*	
		Sat		6.45am		7.48pm	60	
		Sun		7.45am		6.48pm	60	

* More frequent in peak hours.

Route 328

CITY (various termini) – WATSONS BAY via Hopetoun Av ■

Timeline

12 May 1940:

- City (Martin Pl) – Watsons Bay renumbered from 22 [1925 route number], as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Operated by Department of Road Transport & Tramways.

29 December 1941: Suspended as a wartime economy measure.

Suspended as a wartime economy measure.

2 November 1947: Peak hour & Saturday (morning?) service recommenced.

24 April 1948: Saturday service ceased.

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

17 November 1952: Replaced by 325.

Streets

City (Martin Pl) – Watsons Bay

From 1 May 1949

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

City (Macquarie St) – Watsons Bay

Alterations

- *From 28 May 1950:* Extended in City from Martin Pl via Macquarie St to Bridge St. Reverse on return.
- *From 9 July 1950:* Approached City from Park St via Elizabeth St, Hunter St, Macquarie St. Return from Macquarie St via Martin Pl, Elizabeth St.

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		
City (Martin Pl)- Watsons Bay	35	M-F	Watsons Bay	7.42am	Martin Pl	5.53pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Plus short-working/s before first trip & after last trip shown.

Route 328

CITY (Eddy Av, Central Railway) – WATSONS BAY via New South Head Rd & Nielsen Park

Timeline

10 July 1960: Night service commenced by Department of Government Transport, replacing alternate trips on 327 & Rose Bay (Dover Rd) – Vaucluse part of 322, as part of rearrangement of routes when the Queens Square – Watsons Bay tram service was replaced by buses.

23 June 1979: Replaced by 325, City (Circular Quay) – Watsons Bay via Nielsen Park, as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

Streets

By August 1969

From City (Eddy Av, Central Railway) via Pitt St, Hay St, George St, 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 Rd, Wentworth Rd (**Nielsen Park**), Fitzwilliam Rd, Hopetoun Av (**Vaucluse**), Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via Robertson Pl, Old South Head Rd, Salisbury St, Hopetoun Av, Fitzwilliam Rd, Wentworth Rd, Vaucluse Rd, New South Head Rd, Bayswater Rd, Darlinghurst Rd, William St, Pitt St, Eddy Av to Central Railway (City).

Alterations

- **By August 1969:** Ex City (Eddy Av, Central Railway) from George St via Park St, William St. Unaltered on return.
- **By June 1978:** Ex City (Eddy Av, Central Railway) 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.

Timetable Summary

See 327

Route 328

BONDI JUNCTION – EDGECLIFF – DARLING POINT

- **Via Double Bay (off-peak from 2018)**

Timeline

4 October 2015: Coincident with light rail construction in George St, City/new CBD bus network:

- Daily daytime service commenced by State Transit Authority of NSW.:
Edgecliff – Darling Point (peak hours), replacing part of 327.
Bondi Junction – Edgecliff – Darling Point (off-peak & daytime weekends), replacing parts of 200 & 327.
- 200 continued to run between Edgecliff & Bondi Junction in peak hours.
- Part of Contract Region 9.

2 December 2018: Rerouted via Double Bay in weekday off-peak. Unaltered at other times.

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.

4 August 2024 (*originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham*): Additional frequency replaced cessation of 200.

16 November 2025: Off-peak trips ceased to run via Double Bay.

Streets

Bondi Junction – Edgecliff – Darling Point

From 4 October 2015

From Bondi Junction (Interchange) via Newland St, Edgecliff Rd, Queen St, Ocean St, **Edgecliff** Interchange, Ocean St, New South Head Rd, New Beach Rd, Yarranabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd, Ocean St, **Edgecliff** Interchange, Ocean St, Queen St, Edgecliff Rd, Newland St to Bondi Junction Interchange.

Bondi Junction – Edgecliff – Darling Point (via Double Bay in off-peak)

From 2 December 2018

Off-peak

From Bondi Junction (Interchange) via Newland St, Edgecliff Rd, Queen St, Ocean St, **Edgecliff** Interchange, Ocean St, Ocean Av, William St (**Double Bay**), New South Head Rd, Ocean St, **Edgecliff** Interchange, Ocean St, New South Head Rd, New Beach Rd, Yarranabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd, Ocean St, **Edgecliff** Interchange, Ocean St, Ocean Av, William St (**Double Bay**), New South Head Rd, Ocean St, **Edgecliff** Interchange, Ocean St, Queen St, Edgecliff Rd, Newland St to Bondi Junction Interchange.

Other than off-peak

Same as from 4 October 2015.

Alteration

By 4 August 2024: From Bondi Junction Interchange via Grosvenor St, Edgecliff Rd. Unaltered on return.

Bondi Junction – Edgecliff – Darling Point

From 16 November 2025

From Bondi Junction (Interchange) via Grosvenor St, Edgecliff Rd, Queen St, Ocean St, **Edgecliff** Interchange, Ocean St, New South Head Rd, New Beach Rd, Yarranabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd, Ocean St, **Edgecliff** Interchange, Ocean St, Queen St, Edgecliff Rd, Newland St to Bondi Junction Interchange.

Timetable Summary

4 October 2015

See also 200

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Edgecliff-Darling Point	13EDr 32BDr	M-F	Edgecliff	7.15amD	Darling Point	3.23pmB	A	
			Darling Point	9.23amB		9.22pmE		
	Sat	Bondi Junction	7.03amD		7.15pmB	60		
	Sun		8.03amD		7.15pmB	60		

A – Peak hours & early night, Edgecliff-Darling Point. Day, Bondi Junction-Darling Point 60*

B – To Bondi Junction.

BDr – Round trip Bondi Junction-Darling Point-Bondi Junction.

D – To Darling Point.

E – To Edgecliff.

EDr – Round trip Edgecliff-Darling Point-Edgecliff.

2 December 2018

See also 200

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Edgecliff-Darling Point†	13EDr 32BDr 53BYDr	M-F	Edgecliff	7.14amD	Darling Point	3.37pmJ	A	
			Darling Point	9.00amJ		9.23pmE		
		Sat	Bondi Junction	7.13amD		7.24pmB	60	
		Sun		8.13amD		7.24pmB	60	

† Via Double Bay in off-peak.

A – Peak hours & early night, Edgecliff-Darling Point. Day, Bondi Junction-Double Bay-Darling Point-Double Bay-Bondi Junction 60.

B – To Bondi Junction via Edgecliff (*not* via Double Bay).

BDr – Round trip Bondi Junction-Darling Point-Bondi Junction.

BYDr – Round trip Bondi Junction-Double Bay-Darling Point-Double Bay-Bondi Junction.

D – To Darling Point via Edgecliff (*not* via Double Bay).

E – To Edgecliff.

EDr – Round trip Edgecliff-Darling Point-Edgecliff.

J – To Bondi Junction via Edgecliff & Double Bay.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Edgecliff-Darling Point†	18EDr 41BDr 53BYDr	M-F	Bondi Junction	6.20amD	Bondi Junction	2.12pmC	A	
			Darling Point	9.30amJ	Darling Point	7.53pmB 9.33pmE		
		Sat	Bondi Junction	7.13amD		7.24pmB	60	
		Sun		1.08pmD		7.24pmB	60	

† Via Double Bay in off-peak.

A – Peak hours, Bondi Junction-Darling Point. Day, Bondi Junction-Double Bay-Darling Point-Double Bay-Bondi Junction 60. Night, Edgecliff-Darling Point.

B – To Bondi Junction via Edgecliff (*not* via Double Bay).

BDr – Round trip Bondi Junction-Darling Point-Bondi Junction.

BYDr – Round trip Bondi Junction-Double Bay-Darling Point-Double Bay-Bondi Junction.

D – To Darling Point via Edgecliff (*not* via Double Bay).

C - To Darling Point via Edgecliff & Double Bay.

E – To Edgecliff.

EDr – Round trip Edgecliff-Darling Point-Edgecliff.

J – To Bondi Junction via Edgecliff & Double Bay.

16 November 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Edgecliff-Darling Point	38 round trip	M-F	Bondi Junction	6.23am	Darling Point	9.05pm	60*	
		Sat		6.55am		8.05pm	60	
		Sun		7.55am		7.06pm	60	

* More frequent in peak hours.

Route 329

BONDI JUNCTION – CLOVELLY (various termini) (some trips EXPRESS) ■

Route X29

BONDI JUNCTION – CLOVELLY (Ocean St) (EXPRESS) ■

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

Timeline

12 May 1940:

- Full time service 329 Bondi Junction – Clovelly (tram terminus) renumbered from 29 [1925 route number], as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Operated by Department of Road Transport & Tramways.

2 May 1948: Clovelly terminus altered to Boundary St/Park St.

31 October 1948: Clovelly terminus altered to Boundary St/Northumberland St.

By 10 July 1960 (after 15 April 1951): Clovelly terminus altered to Ocean St.

24 November 1963: Alternate trips on Sunday replaced by extension of 390. All Sunday trips similarly replaced from 5 November 1972.

23 June 1979: Peak hour express trips commenced as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

4 August 1991: Peak hour express trips renumbered X29.

19 November 1993: X29 express ceased. All Monday-Saturday service provided by 329.

22 October 1995: Days of service of 329 extended to Sundays, replacing Sunday extension of 390.

23 June 2002: Combined with 360 as 360 Bondi Junction – Clovelly (Ocean St) via Birrell St, as a result of “Better Buses” Eastern Suburbs service review.

Streets

Route 329

Circa 1946

Bondi Junction – Clovelly tram terminus

From Bondi Junction (Newland St?) via Oxford St, Cowper St [now Bronte Rd] (**Waverley**), Carrington Rd, Pine St, Albion St, Fern St, Clovelly Rd to Clovelly tram terminus.

From Clovelly (Clovelly Rd at tram terminus) via reverse route to Bronte Rd, then Spring St, Newland St (Bondi Junction).

Bondi Junction – Clovelly (Park St)

Alteration

From 2 May 1948: Ex Bondi Junction from Clovelly Rd via Keith St, Boundary St to Park St. Reverse on return.

Bondi Junction – Clovelly (Northumberland St)

Alterations

- **From 31 October 1948:** Extended in Clovelly from Boundary St/Park St via Boundary St to Northumberland St. Reverse on return.
- **By 15 April 1951:** Approached Bondi Junction from Cowper St [now Bronte Rd] via Spring St, Newland St. Return via Oxford St, Cowper St [now Bronte Rd].

Bondi Junction – Clovelly (Ocean St)

Alteration

By 1960: Extended in Clovelly from Boundary St/Northumberland St via Boundary St, Ocean St to Eastbourne Av. Reverse on return.

By 10 July 1960

From Bondi Junction (Spring St) via Bronte Rd (**Waverley**), Carrington Rd, Pine St, Albion St, Fern St, Clovelly Rd, Keith St, Boundary St, Ocean St to Eastbourne Av (Clovelly).

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

From 23 June 1979 (opening of Eastern Suburbs Railway):

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Carrington Rd, Pine St, Albion St, Fern St, Clovelly Rd, Keith St, Boundary St, Ocean St to Eastbourne Av (Clovelly). Reverse on return.

Route 329 express, then X29

From 4 August 1991

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Fern St, Clovelly Rd, Keith St, Boundary St, Ocean St to Eastbourne Av (Clovelly). Reverse on return.

Timetable Summary

15 April 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
329: Bondi Junction-Clovelly (Northumberland St)	16	M-F	Bondi Junction	7.15am	N'th'berland St	7.20pm	40*	
		Sat		7.15am	Bondi Junction	8.00pm	AM 20 PM 40	
		Sun	N'th'berland St	10.00am		6.20pm	40	

* More frequent in peak hours.

11 February 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
329: Bondi Junction-Clovelly (Ocean St)	17	M-F	Bondi Junction	7.20am	Ocean St	7.20pm	30*	
		Sat	Ocean St	7.17am		7.47pm	AM 15 PM 30	
		Sun	Bondi Junction	8.55am		6.52pm	60	A

* More frequent in peak hours.

A – Additional Bondi Junction-Clovelly (Ocean St) trips via Birrell St provided by extension of 390.

24 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
329: Bondi Junction-Clovelly (Ocean St)	18	M-F	Ocean St	7.17am	Bondi Junction	6.03pm	30*	A
		Sat		7.12am		6.03pm	AM 20 PM 30	
		Sun						
329: Bondi Junction-Clovelly (Ocean St) (express)	14	M-F	Ocean St	7.31am	Bondi Junction	5.38pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

B – Service provided by extension of 390.

Ph – Peak hours only (morning from Clovelly (Ocean St), afternoon from Bondi Junction).

4 August 1991

Bondi Junction – Clovelly routes

329, X29

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
329: Bondi Junction-Clovelly (Ocean St)	18	M-F	Ocean St	6.47am	Bondi Junction	6.34pm	30*	A
		Sat		7.12am		6.03pm	30	
		Sun						
X29: Bondi Junction-Clovelly (Ocean St) (express)	14	M-F	Ocean St	7.31am	Bondi Junction	5.39pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

B – Service provided by extension of 390.

Ph – Peak hours only (morning from Clovelly (Ocean St), afternoon from Bondi Junction).

22 October 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
329: Bondi Junction-Clovelly (Ocean St)	18	M-F	Ocean St	6.42am	Bondi Junction	7.30pm	30*	A
		Sat		7.18am		6.10pm	30	
		Sun		9.06am		6.40pm	30	

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 330

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

- **Eastern Suburbs Railway feeder: EDGECLIFF – WEST BELLEVUE HILL – BONDI JUNCTION**

Timeline

12 May 1940:

- City (Eddy Av, Central Railway) – West Bellevue Hill – Bondi Junction renumbered from 30 [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, Double Bay (Kiaora Rd) – Bondi Junction. Connected at Double Bay with Erskine St – Watsons Bay trams.
- Off-peak similarly cut from 19 October 1942.

14 December 1947: Re-extended to run City (Eddy Av, Central Railway) – West Bellevue Hill – Bondi Junction.

7 September 1952: Sunday service curtailed to run as a feeder service, Bondi Junction – Double Bay. Similarly curtailed on Saturday afternoons from 17 November 1952 and off-peak from unknown date.

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

- Re-extended to run City (Eddy Av, Central Railway) – West Bellevue Hill – Bondi Junction in weekday daytime & Saturday mornings.
- Compared with pre-1952, rerouted via William St instead of Taylor Square.

By April 1967: Ran daytime Mondays-Saturdays.

23 June 1979: Curtailed to run as a feeder service, Edgecliff – Bondi Junction, as part of rearrangement of routes upon opening of the Eastern Suburbs Railway. Connected with City trains at Edgecliff.

19 February 1989:

- Rerouted in Double Bay to replace parts of 358 & 375.
- Sunday service commenced, partly replacing Double Bay – Bondi Junction service on 358.

4 August 1991: New night service Mondays-Sundays provided by 366 (combined 330/365).

23 June 2002: Replaced by rerouting of 327, as a result of “Better Buses” Eastern Suburbs service review.

Streets

City (Eddy Av, Central Railway) – West Bellevue Hill – Bondi Junction

Circa 1946

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Double Bay**), Kiaora Rd, Carlotta Rd, 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) via Newland St Oxford St, then reverse route to Central Railway (City).

Alterations

- **From 10 July 1960** (based on April 1967 timetable): From City (Eddy Av, Central Railway) via Pitt St, Hay St, George St, Park St, William St, Bayswater Rd. Return from Park St via Pitt St, Eddy Av to Central Railway (City).
- **By February 1978:** Ex City (Eddy Av, Central Railway) from Bayswater Rd via Kellett Av, Kings Cross Rd, Bayswater Rd. Return from New South Head Rd via Bayswater Rd, Craigend St, Kellett Av, Bayswater Rd.

Edgecliff – West Bellevue Hill – Bondi Junction

From 24 June 1979 (opening of Eastern Suburbs Railway)

From Edgecliff (Interchange) via bus tunnel, New South Head Rd (**Double Bay**), Kiaora Rd, Carlotta Rd, Arthur St, Bellevue Rd, Victoria Rd (**West Bellevue Hill**), Old South Head Rd, Edgecliff Rd, Adelaide St, Oxford St, Grosvenor St to Bondi Junction Interchange.

From Bondi Junction (Interchange) via Grosvenor St, Oxford St, Adelaide St, Grafton St, Grosvenor St, Edgecliff Rd, then reverse route to Edgecliff Interchange.

Alterations

- **From 19 February 1989:** Ex Edgecliff from New South Head Rd via Kiaora Rd, Court Rd, Manning Rd, Suttie Rd, Arthur St. Reverse on return.
- **By 12 January 1992:** Ex Edgecliff from Ocean St via Ocean Av, William St, New South Head Rd, Manning Rd. Reverse on return.
- **By 12 January 1992:** Approached Bondi Junction from Old South Head Rd via Oxford St, Grosvenor St to Interchange. Reverse on return.
- **By 21 November 1993:** Ex Edgecliff from William St via Bay St, Knox St, New South Head Rd. Reverse on return.

Timetable Summary

28 May 1950

“Slightly reduced frequencies” [*Sydney Morning Herald*, 12 May 1950, per Trove]. Frequencies not specified.

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 (Eddy Av, Central Railway)- Bondi Junction	33	M-F	Bondi Junction	6.25am	Eddy Av	11.58pm	20*	
		Sat		6.24am		11.58pm	30	
		Sun	Eddy Av	7.01am	Bondi Junction	11.53pm	30	

* More frequent in peak hours.

January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)- Bondi Junction	33	M-F	Bondi Junction	6.28am	Eddy Av	7.44pm	30*	A
		Sat	Eddy Av	7.03am		7.18pm	30	A
		Sun						

* More frequent in peak hours.

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

24 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-Bondi Junction	17	M-F	Bondi Junction	6.25am	Edgecliff	7.20pm	30*	
		Sat		7.16am		6.00pm	30	
		Sun						

* More frequent in peak hours.

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-Bondi Junction	22	M-F	Bondi Junction	6.20am	Edgecliff	7.20pm	30*	A
		Sat		7.02am		7.05pm	30	A
		Sun		7.28am		6.52pm	60	A

* More frequent in peak hours.

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

Route 330

COOGEE – RANDWICK – MAROUBRA JUNCTION (PUMPKIN BUS)■

Timeline

Late 2004 (?):

- Midnight-to-dawn (early Saturday & Sunday mornings) service commenced by Randwick City Council, funded by Eastern Beaches Liquor Accord.
- Despite not being a State Transit Authority of NSW route at that time, it apparently used number 330.

16 December 2005:

- Transferred to/taken over by State Transit Authority of NSW.
- Continued to be numbered 330.
- Part of Contract Region 9(?).

November 2010: Ceased.

Streets

From 16 December 2005

From Coogee (Arden St at Coogee Oval) via Coogee Bay Rd, Brook St, Bream St, Carrington Rd, Alison Rd, Belmore Rd (**Randwick**), Avoca St, Barker St, Anzac Pde, Maroubra Rd (**Maroubra Junction**), [Malabar Rd,] Arden St to Coogee Oval

Timetable Summary

Late 2004 (?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Coogee-Maroubra Junction		M-F						
		Sat	Coogee	10.45pm	Coogee	?	MDs	
		Sun		10.45pm		?	MDs	

MDs – Midnight-to-dawn service. Some trips ran late the previous night.

16 December 2005

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Coogee-Maroubra Junction		M-F						
		Sat	Coogee	12.45am	Coogee	3.45am	MDs	
		Sun		12.45am		3.45am	MDs	

MDs – Midnight-to-dawn service.

Route 331

CITY (various termini) – BONDI JUNCTION – SOUTH HEAD CEMETERY via Moore Park Rd & Old South Head Rd ■

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

Timeline

12 May 1940:

- Peak hour route City (Martin Pl) – Bondi Junction – South Head Cemetery renumbered from 23 [1925 route number], supplementary to 333, as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Operated by Department of Road Transport & Tramways.

By 30 June 1941: Rerouted as City (Eddy Av, Central Railway) – Rose Bay North.

29 December 1941: Ceased as a wartime economy measure.

Service suspended as a wartime economy measure.

15 December 1947: Recommenced as a peak hour service, City (Martin Pl) – Bondi Junction – South Head Cemetery. Supplementary to 333.

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

28 February 1960: Replaced by 387, when the Circular Quay – North Bondi & Railway Square – North Bondi (both via Bondi Junction) tram services were replaced by buses.

Streets

City (Martin Pl) – South Head Cemetery

From 12 May 1940 (likely route)

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

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

By 30 June 1941 (likely route)

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd to Towns Rd (?) (Rose Bay North). Reverse on return.

City (Martin Pl) – South Head Cemetery

From 15 December 1947 (likely route)

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

City (Macquarie St) – South Head Cemetery

Alteration

From 28 May 1950: Extended in City from Martin Pl via Macquarie St to Bridge St. Reverse on return.

Timetable Summary

9 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)- South Head Cemetery	39	M-F	Sth Head Cem	7.50am	Macquarie St	5.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Head Cemetery, afternoon from City (Macquarie St)).

Route 332

CITY (various termini) – BONDI JUNCTION – DOVER HEIGHTS via Moore Park Rd & Old South Head Rd

Timeline

12 May 1940:

- City (Martin Pl) – Dover Heights via Old South Head Rd renumbered from part of 230 [1925 route number], as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Operated by Department of Road Transport & Tramways.

By 30 June 1941: Rerouted as City (Eddy Av, Central Railway) – Dover Heights.

29 December 1941: Ceased as a wartime economy measure.

Streets

City (Martin Pl) – Dover Heights

From 12 May 1940 (likely route)

From City (Martin Pl) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd, Dover Rd, Victory St, Blake St, Portland St, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Dover Heights). Reverse on return.

City (Eddy Av, Central Railway) – Dover Heights

By 30 June 1941 (likely route)

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd, Dover Rd, Victory St, Blake St, Portland St, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Dover Heights). Reverse on return.

Route 332

KINGS CROSS – CITY (Queen Victoria Building)

Timeline

6 February 2000:

- Midnight-to-dawn service, Friday-Sunday, renumbered from 333 & curtailed.
- Operated by State Transit Authority of NSW.

20 July 2000: Ceased.

Streets

Probably similar to 333 over same route.

Timetable Summary

Probably similar to 333 over same route.

Route 333

CITY (Eddy Av, Central Railway) – BONDI JUNCTION – SOUTH HEAD CEMETERY via Moore Park Rd & Old South Head Rd

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

Timeline

12 May 1940:

- Daily daytime service, City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery via Old South Head Rd, renumbered from part of 230 [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, South Head Cemetery – Bondi Junction.
- Off-peak similarly cut from 19 October 1942.

6 July 1947: Restored as City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery. Supplemented by 331 (from City (Martin Pl)) from 15 December 1947 until 28 February 1960.

15 June 1952: Curtailed on Winter Sundays to run as a feeder service, Bondi Junction – South Head Cemetery.

2 November 1952: Through service restored on Summer Sunday mornings.

12 July 1953: Sunday morning service reduced to a feeder service Bondi Junction – South Head Cemetery.

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

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

- Reduced to a peak hour service.
- Service along Old South Head Rd (but from City (Circular Quay)) at other times mostly replaced by new 387.
- Off-peak & Saturday morning service, City (Eddy Av, Central Railway) – Bondi Junction via Moore Park Rd, replaced by new 391.

14 June 1960:

- Off-peak & Saturday daytime service restored.
- Together with 360, replaced 391.

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

- City (Eddy Av, Central Railway) – Bondi Junction replaced by existing 378 & Eastern Suburbs Railway.
- Bondi Junction – South Head Cemetery replaced by existing 387.

Streets

Circa 1946

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

Alteration

By March 1967: From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St. Unaltered on return.

Timetable Summary

23 October 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-South Head Cemetery	37	M-F	Eddy Av	5.20am	Eddy Av	12.07am	20*	A
		Sat		5.25am		12.07am	AM 15 PM 20	B
		Sun		7.07am		12.07am	AM 20 PM 15	

* More frequent in peak hours.

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

B – Supplemented in morning by additional trips Bondi Junction-South Head Cemetery 15. Plus short-working/s after last trip shown.

March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Rly)-South Head Cemetery	42	M-F	Sth Head Cem	6.02am	Eddy Av	6.16pm	60*	A
		Sat		8.56am		6.07pm	60	
		Sun						

* More frequent in peak hours.

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

Route 333

CHATSWOOD – RYDE – PARRAMATTA (“RED ARROW”) ■

PARRAMATTA – UNIVERSITY of WESTERN SYDNEY Parramatta ■

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

(Unlike other “Red Arrow” routes, 333 Chatswood – Parramatta retained that description throughout its life under private ownership.)

Timeline

19 January 1981:

- Limited stops service Chatswood – Parramatta commenced jointly by North & Western Bus Lines (KA (Ken Butt) & Parramatta-Ryde Bus Services (Kennedy & Ferris families).
- Ran on weekday daytime & Saturday morning.

23 July 1990: Reduced to a peak hour service.

By 1993 (after 1990): Solely operated by Parramatta-Ryde Bus Services (Kennedy & Ferris families).

1 June 1993: Operator’s name changed to Riverside Bus & Coach Services, following purchase of Ferris family’s share by Ken Butt, although also continued to trade as Parramatta-Ryde Bus Services.

20 March 1998: Additional service, Parramatta – University of Western Sydney Parramatta, commenced (university semesters only).

29 February 2000: Transferred to State Transit Authority of NSW.

May 2000: Parramatta – Chatswood trips renumbered 530. Parramatta – University of Western Sydney Parramatta remained as 333.

4 March 2001: Parramatta – University of Western Sydney Parramatta ceased as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000). Replaced by existing L20.

Streets

Chatswood – Ryde – Parramatta

19 January 1981 (Source: timetable)

From Chatswood (Railway St opposite Station) via Help St, Pacific Hwy, Longueville Rd (**Lane Cove**), Epping Rd, Wicks Rd (**North Ryde**), Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd (**West Ryde**, **Ermington**, **Rydalmere**), Rydalmere Av [now James Ruse Dr], Hassall St, Station St, Darcy St, Argyle St to Parramatta Station.

From Parramatta (Argyle St at Station) via Valentine Av, Parkes St, Wigram St, Hassall St, then reverse route to Pacific Hwy, then Victoria Av, Railway St to Chatswood Station.

Alterations

- *From 15 September 1985 (date of opening of Church St mall):* From Parramatta (Interchange, Station St) via Darcy St, Church St, Argyle St, Valentine Av. Return from Station St to Parramatta Interchange.
- *By 1997:* From Chatswood via Brown St, Pacific Hwy. Unaltered on return.

Parramatta – University of Western Sydney Parramatta

20 March 1998 (Source: timetable)

From Parramatta (Interchange near Darcy St) via Smith St, Wilde Av, Victoria Rd, University of Western Sydney (UWS) Parramatta internal roads.

From University of Western Sydney Parramatta via UWS internal roads, Victoria Rd, Macarthur St, Hassall St, Station St to Parramatta Interchange.

Timetable Summary

19 January 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Parramatta	45	M-F	Parramatta	6.30am	Chatswood	6.00pm	60	
		Sat		8.00am		12.05pm	60	
		Sun						

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Parramatta	45	M-F	Parramatta	6.30am	Chatswood	6.10pm	6 trips	
		Sat						
		Sun						

27 July 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Uni of Western Sydney Parramatta	15	M-F	Parramatta	7.00am	Uni of W Syd	10.15pm	30*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – University semesters only.

Route 333

MAROUBRA JUNCTION – HILLSDALE – PHILLIP BAY (*limited shopping service – originally Wednesdays, later Fridays*) ■

Timeline

15 September 1982: Limited Wednesday shopping service commenced by Urban Transit Authority of NSW..

13 October 1982: Ceased

Service briefly suspended.

5 November 1982: Limited service recommenced, but on Fridays.

5 August 1990: Ceased as part of general reorganisation of Eastern Suburbs routes.

Streets

By September 1984

From Maroubra Junction (Anzac Pde at Maroubra Rd) via Piccadilly Pl, Bruce Bennets Pl, Walsh Av, Fitzgerald Av, Bunnerong Rd (**Hillsdale**), Franklin St, Anzac Pde (**Malabar**), Franklin St, Prince Edward St, Napier St, Bilga Cr (**Malabar Heights**), Calga Av, Bilga Cr, Anzac Pde, Kenny Av, Mawson Pde, Nyan St, Lasseter Av, Little Bay Rd to Prince Henry Hospital bus bay (**Little Bay**), then Little Bay Rd, Mirrabooka Cr, Bega Av, Woomera Rd, Bunnerong Rd, Canara Av to Bunnerong Rd (Phillip Bay).

From Phillip Bay (Canara Av at Bunnerong Rd) via Canara Av, Yarra Rd, Woomera Rd, then reverse route to Walsh Av, then Maroubra Rd, Anzac Pde to Maroubra Rd (Maroubra Junction).

Timetable Summary

September 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Maroubra Junction-Hillsdale-Phillip Bay	24	M-F	Phillip Bay	9.30am	Maroubra Jun	11.20am	1 trip	A
		Sat						
		Sun						

A – Fridays only.

Route 333

KINGSFORD – DACEYVILLE ■

Timeline

12 August 1996: Limited shopping service commenced by State Transit Authority of NSW to serve St Michaels Hostel at Daceyville.

24 October 1996: Renumbered 342.

Streets

Probably similar to 342 over same route.

Timetable Summary

Probably similar to 342 over same route.

Route 333

KINGS CROSS – CITY (Town Hall) – THE ROCKS ■

Timeline

31 October 1996: Midnight-to-dawn service (Thursday to Saturday nights) commenced by State Transit Authority of NSW.

6 February 2000: Renumbered 332.

Streets

From 31 October 1996

From Kings Cross (Bayswater Rd) via William St, Park St, George St (**Town Hall, Wynyard**), Lower Fort St, Argyle St (The Rocks, Millers Point).

Timetable Summary

31 October 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kings Cross-The Rocks	50 round trip	M-F	Kings Cross	11.45pm	Kings Cross	4.45am	MDs	A
		Sat		11.45pm		4.45am	MDs	A
		Sun						

A – Thursday to Saturday late nights/Friday to Sunday early mornings. Plus short-working/s before first trip & after last trip shown.

MDs – Midnight-to-dawn service.

Route 333

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI via Oxford St (LIMITED STOPS)

- **Extended from North Bondi to Dover Heights (selected peak hour trips, 2006-18)**

Route 333N

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI via Oxford St (late night & midnight-to-dawn service) ■

Timeline

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

- 333 City (Circular Quay) – Bondi Junction – North Bondi (extended in peak hours to Dover Heights) daily limited stop service, commenced by State Transit Authority of NSW.
- Shared route with 380.
- Part of Contract Region 9.

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

- Curtailed to run City (Circular Quay) – North Bondi. Peak hour extension from North Bondi to Dover Heights replaced by extended 323 & existing 380.
- Frequency improved to replace City (Circular Quay) – Bondi Junction part of 380, coincident with 380 being curtailed to run Bondi Junction – North Bondi – Watsons Bay.
- 333 then shared route with 380 only between Bondi Junction & North Bondi.
- 333N late night & midnight-to-dawn service over same route commenced, replacing 380 at similar times.

24 January 2021: Hours of service of 333 extended to run 24 hours-a-day Monday-Sunday, replacing ceased 333N.

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.

16 November 2025: Timetable reflects Summer period demand. Outside the busy Summer period, seasonal adjustments were anticipated to be made to reflect changes in demand.

Streets

City (Circular Quay) – North Bondi (*selected peak hour trips extended to Dover Heights*)

From 8 October 2006

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

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

Dover Heights extension: From North Bondi (Campbell Pde) via Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd, Oceanview Av, Old South Head Rd to Military Rd (Dover Heights). Return from Military Rd/Old South Head Rd via Military Rd, Kobada Rd, then reverse route to North Bondi.

City (Circular Quay) – North Bondi

23 September 2018

Dover Heights extension ceased.

Timetable Summary

8 October 2006

See 380

23 September 2018

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

333, 333N

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
333: City (Circular Quay)-North Bondi via Bondi Rd	40	M-F	Circular Quay	5.41am	North Bondi	10.47pm	3-6	A
		Sat		5.39am		10.46pm	3-6	A
		Sun		5.41am		10.47pm	3-6	A
333N: City (Circular Quay)-North Bondi via Bondi Rd	28	M-F	Circular Quay	10.53pm	North Bondi	5.30am	MDs	A
		Sat		10.47pm		5.26am	MDs	A
		Sun		10.50pm		5.29am	MDs	A

A – 333 & 333N combined to provide a continuous service Monday-Sunday.

MDs – Late night & midnight-to-dawn service.

24 January 2021 (based on 9 October 2023 timetable)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
333: City (Circular Quay)-North Bondi via Bondi Rd	45	M-F	Circular Quay	4.07am	North Bondi	3.46am	6*	A
		Sat		4.07am		3.46am	6	A
		Sun		4.07am		3.46am	6	A

* More frequent in peak hours.

A – Service continuous Monday-Sunday.

16 November 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
333: City (Circular Quay)-North Bondi via Bondi Rd	45	M-F	Circular Quay	4.07am	North Bondi	3.46am	6	A
		Sat		4.07am		3.48am	5	A
		Sun		4.13am		3.54am	3-6	A

A – Service continuous Monday-Sunday. This timetable reflects Summer period demand.

Route 334

KINGSFORD – BOTANY – LA PEROUSE (Sundays) ■

Also:

- **Kingsford – Botany – Prince Henry Hospital (limited service, Sundays & Wednesdays)**

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

Timeline

By 23 October 1960 (but after 14 July 1957):

- Renumbered from 335:
 - Botany Town Hall – Prince Henry Hospital (limited service, Wednesdays)
 - Kingsford – Botany – La Perouse (Sundays only)
 - Kingsford – Botany – Prince Henry Hospital (limited service, Sundays only).
- Operated by Department of Government Transport.

23 October 1960 (*when Circular Quay – Botany (Chelmsford Av) tram service replaced by buses*): Replaced by similar trips on 309.

Streets

Same as or similar to 335 over same route (?).

Timetable Summary

Same as or similar to 335 over same route (?).

Route 334

PRINCE HENRY HOSPITAL – EASTGARDENS ■

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

Timeline

18 October 1987: Monday-Saturday daytime & late night shopping service commenced by Urban Transit Authority of NSW as part of the rearrangement of routes following the opening of Westfield Eastgardens shops in September 1987.

5 August 1990: Ceased as part of general reorganisation of Eastern Suburbs routes.

Streets

From 18 October 1987

From Prince Henry Hospital (Anzac Pde at Little Bay Rd) via Anzac Pde, Bilga Cres, Nix Av (**Malabar Heights**), Zions Av, Prince Edward St, Napier St, Victoria St, Fox St, Bay Pde, Raglan St, Austral St, Anzac Pde, Fitzgerald Av, Bunnerong Rd to Eastgardens bus terminal.

From Eastgardens (bus terminal) via Bunnerong Rd, Fitzgerald Av, Anzac Pde, Franklin St, Dacre St, Raglan St, Prince Edward St, Zions Av, then reverse route to Prince Henry Hospital.

Timetable Summary

18 October 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Prince Henry Hospital-Eastgardens	25	M-F	Pr Henry Hosp	9.05am	Eastgardens	5.30pm	60	A
		Sat		8.30am		5.00pm	60	
		Sun						

A – Extra trips on late shopping nights (usually Thursdays & Fridays) (last trip 9.15pm from Eastgardens).

Route 335

KINGSFORD – BOTANY – LA PEROUSE (Sundays) ■

Also:

- **Kingsford – Botany – Prince Henry Hospital (limited service, Sundays, Tuesdays & Fridays)**

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

Timeline

10 August 1952: Limited weekday & Sunday service commenced by Department of Road Transport & Tramways as part of the takeover of private 138 [1925 route number] from Reo Motors & all renumbered 335:

Botany Town Hall – Prince Henry Hospital (limited service, Tuesdays & Fridays)

Kingsford – Botany – La Perouse (Sundays only)

Kingsford – Botany – Prince Henry Hospital (limited service, Sundays only)

By 23 October 1960 (but after 14 July 1957):

- Renumbered 334.
- By this time days of operation of Botany Town Hall – Prince Henry Hospital altered to Wednesday & Sunday afternoons.

Streets

Kingsford – Botany – La Perouse (selected trips to or via Prince Henry Hospital)

By 14 July 1957

From Kingsford (Anzac Pde at Nine Ways) via Bunnerong Rd, Maroubra Bay [now Heffron] Rd (**Pagewood**), Page St, Ocean St, railway bridge [old location], Stephen Rd, Swinbourne St, William St, Banksia St, Botany Rd (**Botany**), McFayden St, Folkestone Pde, Dewsbury St, Botany Rd (**Banksmeadow**), Beauchamp Rd, Perry St (**Matrville**), Bunnerong Rd, Anzac Pde to La Perouse.

From La Perouse via Goorawahl Av, Anzac Pde, Bunnerong Rd, then reverse route to Kingsford.

Prince Henry Hospital extension/diversion: From Bunnerong Rd/Little Bay Rd via Little Bay Rd to Prince Henry Hospital. Reverse on return.

Timetable Summary

14 July 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingsford-Botany-La Perouse†	40KL	M-F	Botany T/Hall	1.37pm	Pr Henry Hosp	4.10pm	A	
		Sat						
		Sun	Kingsford	12.17pmL 1.11pmH	Pr Henry Hosp La Perouse	4.09pmK 6.02pmK	60	B

† Selected trips ran to or via Prince Henry Hospital.

A – 1 trip each way on Tuesdays & Fridays only.

B – Most trips ran Kingsford-Botany-La Perouse, but limited service ran either Kingsford-Botany-Prince Henry Hospital or from La Perouse to Botany & Kingsford via Prince Henry Hospital.

H – To Prince Henry Hospital.

L – To La Perouse.

K – To Kingsford.

KL – Kingsford to La Perouse.

Route 335

MASCOT Station – EASTLAKES ■

Timeline

22 May 2000: New weekday daytime circular route commenced by State Transit Authority of NSW, upon opening of Airport railway.

19 December 2000: Ceased without replacement.

Streets

From 22 May 2000

From Mascot (Bourke St at Station) one-way circular route via Coward St, Botany Rd, King St, Florence Av (Eastlakes), Lismore St, St Helena Pde, George St, Maloney St, Gardeners Rd, Bourke St to Mascot Station.

Timetable Summary

22 May 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mascot-Eastlakes	22 round trip	M-F	Mascot	6.03am	Eastlakes	6.37pm	30	
		Sat						
		Sun						

Route 336

CITY (various termini) – BUNNERONG POWER HOUSE via Bunnerong Rd (INDUSTRIAL)■

Also:

- **City (various termini) – Kingsford – Australian Paper Mills (selected trips)**
(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)
(City terminus in Macquarie St was renamed “Opera House” by November 1985, although the location was unchanged.)

Timeline

10 August 1952: As part of the takeover of private 138 [1925 route number] from Reo Motors:

- Peak hour service Kensington (Doncaster Av) – Bunnerong Power House extended to run City (Circular Quay East) – Bunnerong Power House/Botany Cemetery & renumbered 336.
- Selected trips ran to Australian Paper Mills instead of Bunnerong Power House.
- Operated by Department Road Transport & Tramways.

By 1957: City terminus altered to Macquarie St.

By May 1982:

- Ran in morning peak hour only from City (Macquarie St) to Bunnerong Power House/Botany Cemetery.
- Afternoon peak hour trips renumbered 337.

By 2 November 1986: Outer terminus listed in timetables as Botany Cemetery.

18 October 1987: Altered to run from Circular Quay (Young St) to Port Botany Depot or Botany Cemetery (morning peak hour only).

19 February 1989:

- Renumbered 337.
- Use of 336 altered to denote City (Circular Quay) – Prince Henry Hospital (daily daytime service), renumbered from equivalent trips on 337 (*see next entry*).

Streets

City (Macquarie St) – Bunnerong Power House/Australian Paper Mills

From 14 July 1957

From City (Macquarie St) (north of Bridge St) via Macquarie St, Martin Pl, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (Moore Park, Kensington, Kingsford), Bunnerong Rd (Matrville), Beauchamp Rd, Botany Rd, Bumborah Point Rd, Military Rd to Bunnerong Power House (top gate).

From Australian Paper Mills (McCauley St, Matrville) via (?), Bunnerong Rd, then reverse route to Elizabeth St, then Hunter St, Macquarie St (City).

* At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.

Alteration

By November 1972: Approached City from Elizabeth St via Bent St, Macquarie St. Unaltered on return.

City (Circular Quay) – Botany Cemetery

Alterations

By 18 October 1987:

- From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St.
- Ex City (Circular Quay) from Bunnerong Rd via Botany Rd, Bumborah Point Rd.

Timetable Summary

14 July 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)- Bunnerong Power House	43	M-F	Macquarie St	6.08amB	Aust Paper	5.03pmM	Ph	
		Sat						
		Sun						

B – To Bunnerong Power House.

M – To City (Macquarie St).

Ph – Peak hours only (morning from City (Macquarie St) to Bunnerong Power House or Botany Cemetery, afternoon from Australian Paper Mills (McCauley St, Matraville) to Raleigh Park or City (Macquarie St)).

May 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)- Bunnerong Power House/Botany Cem	39	M-F	Macquarie St	6.11amB	Macquarie St	8.15amC	Ph	
		Sat						
		Sun						

B – To Bunnerong Power House.

C – To Botany Cemetery.

Ph – Morning peak hour only (from City (Macquarie St) to Bunnerong Power House or Botany Cemetery).

Route 336

CITY (Circular Quay) – PRINCE HENRY HOSPITAL via Bunnerong Rd■

Route X36

CITY (Circular Quay) – PRINCE HENRY HOSPITAL via Bunnerong Rd (EXPRESS)■

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

Timeline

19 February 1989:

- 336 daily daytime service renumbered from City (Circular Quay) – Prince Henry Hospital trips on 337 & rerouted via Chifley.
- Operated by Urban Transit Authority of NSW.

5 August 1990: Express trips on 337 altered to run to Prince Henry Hospital & renumbered X36.

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

- 336 renumbered 390 & 392, to enable all routes between City (Circular Quay) & Kingsford via Anzac Pde to be numbered in the 390-399 range:
 - 390 City (Circular Quay) – Chifley – Prince Henry Hospital via Little Bay Rd direct
 - 392 City (Circular Quay) – Chifley – Prince Henry Hospital via Mirrabooka Cr.
- X36 renumbered X90.

Streets

From 19 February 1989

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

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

Little Bay (Mirrabooka Cr) diversion: Ex City (Circular Quay) from Little Bay Rd via Woomera Rd, Bega Av, Mirrabooka Cr, Little Bay Rd. Reverse on return.

* At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.

Timetable Summary

19 February 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Kingsford-Prince Henry Hospital	54	M-F	Pr Henry Hosp	6.17am	Circular Quay	6.10pm	60*	
		Sat		7.08am		5.21pm	60	
		Sun		9.09am		5.34pm	60	A

* More frequent in peak hours.

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

Route 337

CITY (various termini) – KINGSFORD – MATRAVILLE – BOTANY CEMETERY via Bunnerong Rd ■

CITY (various termini) – KINGSFORD – MATRAVILLE – PRINCE HENRY HOSPITAL via Bunnerong Rd ■

- **Extended from Matraville to La Perouse (selected trips)**

(City terminus in Macquarie St was renamed “Opera House” by November 1985, although the location was unchanged.)

(Prince Henry Hospital terminus was renamed Little Bay circa 2006, following closure of the hospital in 2001.)

(Raleigh Park was the site of the WD & HO Wills tobacco factory.)

Timeline

10 August 1952: As part of the takeover of 138 [1925 route number] by Department of Road Transport & Tramways from Reo Motors:

- Kensington (Doncaster Av) – Matraville – Botany Cemetery part of 138 altered & renumbered as 337 Kingsford – Matraville (full time service) with daytime service extended to Botany Cemetery.
- Extended from Kingsford to City (Circular Quay East) in peak hours. This extension incorporated 070 City (Macquarie St) – Kingsford tram supplementary service.
- Selected trips extended to La Perouse.
- Off-peak, night & weekend trips connected at Kingsford with Anzac Pde trams. (Connection with trams had been made at Kensington (Doncaster Av) prior to takeover of 138.)
- Operated by Department of Road Transport & Tramways

By September 1953: City terminus altered to Macquarie St.

26 February 1961: Coincident with replacement of Anzac Pde tram services by buses:

- 097 City (Macquarie St) – Pagewood Depot – Prince Henry Hospital peak hour trips incorporated into 337.
- Saturday morning trips extended to City (Macquarie St).
- Routes were then:
 - Kingsford – Botany Cemetery (extended to City (Macquarie St) in peak hours & Saturday mornings (selected trips extended to Phillip Bay or La Perouse on weekdays)
 - Kingsford – Prince Henry Hospital (extended to City (Macquarie St) in peak hours & Saturday mornings).
- Off-peak, night, Saturday afternoon & Sunday trips connected at Kingsford with 394, 396 & 398 Circular Quay buses (which replaced Anzac Pde trams).

By May 1982: Weekday daytime trips extended to City (Macquarie St).

2 April 1984: Morning peak hour express trips, Botany Cemetery or Matraville to City (Macquarie St), commenced.

7 October 1984: Saturday afternoon trips extended to City (Macquarie St) as part of rearrangement of Kingsford/Matraville/South Maroubra routes.

3 November 1985: Upon opening of Port Botany Depot, rearranged as:

- City (Macquarie St) or Kingsford – Botany Cemetery trips rerouted between Matraville & Botany Cemetery via Botany Rd, Port Botany Depot & Bumborah Point Rd (instead of Bunnerong Rd & Military Rd).
- (By this date) Selected peak hour trips ran West Kensington (Raleigh Park) – Botany Cemetery (industrial service)

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

- City terminus altered to Circular Quay (Young St).
- Off-peak & Saturday daytime City (Circular Quay) or Kingsford – Botany Cemetery trips extended regularly to Phillip Bay.
- Extension to La Perouse (limited service) ceased, although a regular weekday service was provided to Phillip Bay (*as per previous dot point*).
- Routes were then:
 - City (Circular Quay) (or Kingsford at night & on Sundays) – Port Botany Depot (full time service)
 - City (Circular Quay) (or Kingsford at night & on Sundays) – Prince Henry Hospital (full time service weekdays & limited service Sundays).
- (By this date) West Kensington (Raleigh Park) – Botany Cemetery (industrial service) ceased.

31 July 1988: Sunday trips extended to City (Macquarie St).

19 February 1989: City (Circular Quay) – Prince Henry Hospital trips rerouted via Chifley & renumbered 336, leaving 337 as City (Circular Quay) – Botany Cemetery (selected trips extended to Phillip Bay).

5 August 1990: Peak hour express trips (mornings) rerouted to run Prince Henry Hospital to City (Circular Quay) & renumbered X36.

19 November 1995: As part of rearrangement & renumbering of Bunnerong Rd routes to enable all routes between City (Circular Quay) & Kingsford via Anzac Pde to be numbered in the 390-399 range:

- Renumbered 391
- Service rearranged to run:
 - City (Circular Quay) – La Perouse (weekday daytime)
 - City (Circular Quay) – Botany Cemetery (most other times)
 - City (Circular Quay) – Port Botany Depot (selected trips Monday-Saturday)
- Rerouted via Central Railway & Surry Hills instead of Darlinghurst.

Streets

CITY – MATRAVILLE via Bunnerong Rd & extensions

City (Macquarie St) – Matraville (selected trips extended to Botany Cemetery or La Perouse)

From 14 July 1957

From City (Macquarie St) (north of Bridge St) via Macquarie St, Martin Pl, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Moore Park, Kensington, Kingsford**), Bunnerong Rd to Moorina Av (Matraville)

From Matraville (Moorina Av) via reverse route to Elizabeth St, then Hunter St, Macquarie St (City).

Botany Cemetery extension: From Matraville (Bunnerong Rd) via Bunnerong Rd, Military Rd to Bokhara St [former street] Botany Cemetery. Reverse on return.

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

City (Macquarie St) – Matraville (selected trips extended to Botany Cemetery or Phillip Bay)

From 26 February 1961

Phillip Bay extension: From Matraville (Bunnerong Rd/Moorina Av) via Bunnerong Rd, Canara Av, Yarra Rd to Bunnerong Rd. Return via Bunnerong Rd.

Alterations

- ***By 30 October 1971:*** Approached Matraville from Bunnerong Rd via Partanna Av, Moorina Av to Bunnerong Rd. Return via Bunnerong Rd.
- ***By November 1972:*** Approached City from Elizabeth St via Bent St, Macquarie St. Unaltered on return.
- ***From 2 April 1984 (morning express trips):*** Ex Botany Cemetery or Matraville from Flinders St via Campbell St, Hunt St, Goulburn St, Elizabeth St.

- *From 3 November 1985 (Botany Cemetery trips upon opening of Port Botany Depot):* From Matraville via Bunnerong Rd, Botany Rd, Bumborah Point Rd, Military Rd to Botany Cemetery. Reverse on return.

City (Circular Quay) – Port Botany Depot – Botany Cemetery (selected trips extended to Phillip Bay)

From 18 October 1987

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (Moore Park, Kensington, Kingsford), Bunnerong Rd (Matraville), Botany Rd, Bumborah Point Rd (Port Botany Depot), Military Rd to Botany Cemetery.

From Botany Cemetery (Military Rd) via reverse route to Phillip St, then Bent St, Young St to Circular Quay (City).

Phillip Bay extension: From Botany Cemetery via Military Rd, Bunnerong Rd, Canara Av to near Bunnerong Rd. Return via Canara Av, Yarra Rd, Bunnerong Rd, Military Rd.

** At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

BOTANY CEMETERY – WEST KENSINGTON (Raleigh Park)

From 3 November 1985

From Botany Cemetery via Military Rd, Bunnerong Rd (Matraville), Anzac Pde (Kingsford, Kensington), Todman Av (Raleigh Park, West Kensington). Reverse on return.

CITY – PRINCE HENRY HOSPITAL via Bunnerong Rd

City (Macquarie St) – Prince Henry Hospital

From 27 February 1961

From City (Macquarie St) via Macquarie St, Martin Pl, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde (Moore Park, Kensington, Kingsford), Bunnerong Rd (Matraville), Little Bay Rd to Anzac Pde (Prince Henry Hospital).

From Prince Henry Hospital (Anzac Pde) via reverse route to Elizabeth St, then Hunter St, Macquarie St (City).

Alterations

- *By November 1972:* Approached City from Elizabeth St via Bent St, Macquarie St. Unaltered on return.
- *By September 1984:*
Little Bay (Mirrabooka Cr) diversion: Ex City (Macquarie St) from Little Bay Rd via Woomera Rd, Bega Av, Mirrabooka Av to Little Bay Rd. Reverse on return.

City (Circular Quay) – Prince Henry Hospital

From 18 October 1987

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

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

Little Bay (Mirrabooka Cr) diversion: Ex City (Macquarie St) from Little Bay Rd via Woomera Rd, Bega Av, Mirrabooka Cr to Little Bay Rd. Reverse on return.

** At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Timetable Summary

14 July 1957

City – Matraville via Bunnerong Rd routes

336, 337

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
336: City (Macquarie St)-Bunnerong Power House or Australian Paper Mills	43	M-F	Macquarie St	6.08amP	Aust Paper	5.03pmM 10.50pmK	B	
		Sat	Kingsford	2.33pmP		11.04pmK	D	
		Sun		6.36amA		11.05pmK	E	
337: City (Macquarie St)-Kingsford-Botany Cemetery†	Fr Mac St 39V 42C	M-F	Matraville	5.10amK	Kingsford	5.31pmL	F	
			Botany Cem	6.01amK 6.31amM	Macquarie St	6.07pmC 6.22pmV		
			La Perouse	6.26amK	Kingsford	11.51pmV		
	Fr Kings 14V 17C 23L	Sat	Matraville	6.05amK	Botany Cem	6.12pmK	G	
			Kingsford	7.12amC	Kingsford	12.21amV		
		Sun		7.09amV		10.55pmV	AM 30 PM 15	H

† Limited service extended to La Perouse.

A – To Australian Paper Mills.

B – City (Macquarie St), Taylor Square or Raleigh Park-Bunnerong Power House, Australian Paper Mills or Botany Cemetery 4 trips. Kingsford-Australian Paper Mills 1 trip.

C – To Botany Cemetery.

D – From Kingsford to Bunnerong Power House or Australian Paper Mills 2 trips. From Botany Cemetery or Australian Paper Mills to Kingsford 3 trips.

E – Kingsford-Botany Cemetery or Australian Paper Mills 3 trips.

F – Early morning, Botany Cemetery or Matraville to Kingsford. Peak hours, City (Macquarie St)-Botany Cemetery, plus limited service Kingsford-La Perouse. Day, Kingsford-Botany Cemetery 30. Night, Kingsford-Matraville, plus late night trips from City (Macquarie St) to Botany Cemetery & from Botany Cemetery to Kingsford. Plus short-working/s before first trip & after last trip shown.

G – Morning, Kingsford-Matraville 10, Kingsford-Botany Cemetery 30. Afternoon, Kingsford-Botany Cemetery 30. Night, Kingsford-Matraville, plus late night trip Kingsford-Botany Cemetery. Plus short-working/s before first trip & after last trip shown.

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

K – To Kingsford.

L – To La Perouse.

M – To City (Macquarie St).

P – To Bunnerong Power House.

V – To Matraville.

26 February 1961

City – Matraville via Bunnerong Rd routes

336, 337

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
336: City (Macquarie St)-Bunnerong Power House or Australian Paper Mills	43	M-F	Macquarie St	6.11amP	Aust Paper	5.03pmM 11.03pmK	B	
		Sat	Kingsford	6.29amA		11.10pmK	D	
		Sun		6.36amA		11.05pmK	2 trips	
337: City (Macquarie St)-Kingsford-Botany Cemetery†	Fr Mac St 39V 42C	M-F	Matraville	5.07amM	Kingsford	5.31pmL	E	
			Botany Cem	6.04amM	Botany Cem	6.37pmK		
			La Perouse	6.26amK	Kingsford	12.22amM		
	Fr Kings 14V 17C 23L	Sat	Matraville	6.10amK	Kingsford	4.38pmC 11.33pmV	F	
			Botany Cem	6.50amK				
		Sun		7.29amK	Botany Cem Kingsford	5.38pmK 10.52pmM	G	
337: City (Macquarie St)-Kingsford-Prince Henry Hospital	Fr PHH 20K 45M	M-F	Pr Henry Hosp	6.43amM	Macquarie St	6.07pmH	I	
		Sat		7.27amM		12.14pmH	30	J
		Sun						

Average day frequencies along common route (all 337):

- M-F Kingsford-Matraville (Botany Cemetery & Prince Henry Hospital trips) 30.
- Sat AM City (Macquarie St)-Matraville (Botany Cemetery & Prince Henry Hospital trips) 10.
- Sat PM Kingsford-Matraville (Botany Cemetery trips) 30.
- Sun Kingsford-Matraville (Botany Cemetery trips) 30.

† Selected trips extended to La Perouse.

A – To Matraville (Australian Paper Mills).

B – From City (Macquarie St) or Taylor Square to Botany Cemetery or Bunnerong Power House 4 trips. From Bunnerong Power House or Australian Paper Mills to Raleigh Park or City (Macquarie St) 5 trips. Kingsford-Australian Paper Mills 1 trip.

C – To Botany Cemetery.

D – From Kingsford to Botany Cemetery or Australian Paper Mills 2 trips. From Australian Paper Mills to Kingsford 1 trip.

E – Peak hours, City (Macquarie St)-Matraville (selected trips extended to Botany Cemetery or La Perouse). Day, Kingsford-Matraville 30, Kingsford-Botany Cemetery 60 (selected trips extended to Phillip Bay). Night, Kingsford-Matraville, plus late night trip Kingsford-Botany Cemetery. Plus short-working/s before first trip shown.

F – City (Macquarie St)-Botany Cemetery 10/20. Afternoon, Kingsford-Botany Cemetery 30. Night, Kingsford-Matraville, plus late night trip Kingsford-Botany Cemetery. Plus short-working/s before first trip shown.

G – Morning, Kingsford-Botany Cemetery 30. Afternoon, Kingsford-Botany Cemetery 15. Night, Kingsford-Matraville, plus late night trip Kingsford-Botany Cemetery. Plus short-working/s before first trip shown.

H – To Prince Henry Hospital.

I – Peak hours, City (Macquarie St)-Prince Henry Hospital. Day, Kingsford- Prince Henry Hospital 60.

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

K – To Kingsford.

M – To City (Macquarie St).

P – To Bunnerong Power House.

V – To Matraville.

5 November 1972

City – Matraville via Bunnerong Rd routes

336, 337

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes	
			From	Time	From	Time			
336: City (Macquarie St)-Botany Cemetery or Aust Paper Mills		M-F	Macquarie St	6.11amP	Aust Paper	5.03pmM	Ph		
		Sat	Kingsford	6.29pmC			A		
		Sun							
337: City (Macquarie St)-Kingsford-Matraville-Botany Cemetery†	Fr Mac St 39V 42C	M-F	Matraville	5.07amM	La Perouse	6.06pmK	B		
			La Perouse	6.26amM	Macquarie St	5.53pmC 6.22pmV			
		Kingsford	10.50pmV						
	Fr Kings 14V 17C 23L	Sat	Matraville	6.10amK	Macquarie St	12.40pmC	D		
			Botany Cem	6.50amK	Botany Cem	5.00pmK			
			Macquarie St	7.34amC	Kingsford	10.51pmV			
	Sun	Sun	Botany Cem	7.29amK	Botany Cem	5.28pmK	E		
					Kingsford	10.46pmV			
	337: City (Macquarie St)-Kingsford-Prince Henry Hospital	Fr PHH 20K 45M	M-F	Pr Henry Hosp	6.45amM	Macquarie St	6.10pmH	F	
Pr Henry Hosp						8.11pmK			
Sat			Sat	Macquarie St	7.12amH	Macquarie St	12.14pmH	G	
				Pr Henry Hosp	8.08pmK				
Sun			Sun	Kingsford	9.05amH		8.09pmK	4 trips	I

Average day frequencies along common route (all 337):

- M-F Kingsford-Matraville (Botany Cemetery & Prince Henry Hospital trips) 30.
- Sat AM City (Macquarie St)-Matraville Botany Cemetery & Prince Henry Hospital trips) 15.
- Sat PM Kingsford-Matraville (Botany Cemetery trips) 30.
- Sun Kingsford-Matraville (Botany Cemetery trips) 30.

† Selected trips extended to La Perouse.

A – 1 trip from Kingsford only.

B – Extended peak hours, City (Macquarie St)-Botany Cemetery (limited service extended to La Perouse). Day, Kingsford-Botany Cemetery 60. Night, Kingsford-Matraville.

C – To Botany Cemetery.

D – Early morning, Kingsford-Matraville. Morning, City (Macquarie St)-Botany Cemetery 30. Afternoon, Kingsford-Botany Cemetery 30. Night, Kingsford-Matraville. Plus short-working/s before first trip shown.

E – Day, Kingsford-Botany Cemetery 30. Night, Kingsford-Matraville (including late night service extended to Botany Cemetery). Plus short-working/s before first trip shown.

F – Extended peak hours & night, City (Macquarie St)-Prince Henry Hospital. Day, Kingsford- Prince Henry Hospital 60. Plus short-working/s before first trip shown.

G – Morning, City (Macquarie St)-Prince Henry Hospital 30. Afternoon & night, Kingsford-Prince Henry Hospital 3 trips. Plus short-working/s before first trip shown.

H – To Prince Henry Hospital.

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

K – To Kingsford.

M – To City (Macquarie St).

P – To Bunnerong Power House.

Ph – Peak hours only (both directions).

V – To Matraville.

7 October 1984

City – Matraville via Bunnerong Rd routes

336, 337

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
336: City (Macquarie St)-Bunnerong Power House	38	M-F	Macquarie St	6.11amP	Macquarie St	6.43amP	Ph	
		Sat						
		Sun						
337: City (Macquarie St)-Kingsford-Matraville-Botany Cemetery†	Fr Mac St 42V 45C	M-F	Matraville	5.03amM	Macquarie St	5.15pmC	A	
			Botany Cem	6.05amM		6.25pmV		
			La Perouse	6.21amM	Kingsford	11.55pmV		
	Fr Kings 16V	Sat	Matraville	6.10amK	Botany Cem	4.26pmM	B	
			Botany Cem	6.50amK 8.20amM	Kingsford	11.55pmV		
		Sun	Matraville	8.17amK	Botany Cem	5.44pmK	D	
			Botany Cem	9.44amK	Kingsford	10.55pmV		
337: City (Macquarie St)-Kingsford-Prince Henry Hospital	54	M-F	Pr Henry Hosp	6.42amM	Macquarie St	6.10pmH	60*	
		Sat		7.10amM		5.22pmH	AM 20/40 PM 60	
			Pr Henry Hosp		5.43pmK			
		Sun	Kingsford	8.52amH		6.13pmK	E	

Average day frequencies along common route (all 337):

- M-F Kingsford-Matraville (Botany Cemetery & Prince Henry Hospital trips) 30.
- Sat AM City (Macquarie St)-Matraville (Botany Cemetery & Prince Henry Hospital trips) 20.
- Sat PM City (Macquarie St)-Matraville (Botany Cemetery & Prince Henry Hospital trips) 30.
- Sun Kingsford-Matraville (Botany Cemetery trips) 30.

* More frequent in peak hours.

† Selected trips extended to La Perouse.

A – Extended peak hours, City (Macquarie St)-Botany Cemetery, City (Macquarie St)-La Perouse limited service.

Day, City (Macquarie St)-Botany Cemetery 60, 3 trips extended to Phillip Bay. Night, Kingsford-Matraville. Plus short-working/s before first trip shown.

B – Early morning, Kingsford-Matraville or Botany Cemetery. Morning, City (Macquarie St)-Botany Cemetery 20.

Afternoon, City (Macquarie St)-Botany Cemetery 30. Night, Kingsford-Matraville.

C – To Botany Cemetery.

D – Early morning, Kingsford-Matraville. Day, Kingsford-Botany Cemetery 30. Night, Kingsford-Matraville.

E – 1 trip from Kingsford, 2 trips from Prince Henry Hospital.

H – To Prince Henry Hospital.

K – To Kingsford.

M – To City (Macquarie St).

P – To Bunnerong Power House.

Ph – Morning peak hour only (from City (Macquarie St)).

V – To Matraville.

Route 338

CITY (Central Railway) – ALEXANDRIA (INDUSTRIAL) ■

Timeline

12 June 1951: Peak hour service commenced by Department of Road Transport & Tramways.

8 September 1951: Ceased.

Route 338

CITY (various termini) – KINGSFORD – BOTANY via Bunnerong Rd

- **Extended from Botany to Matraville (daily, 1952-60)**
- **Further extended to Botany Cemetery (Sundays, 1952-60)**

(City terminus in Macquarie St was renamed “Opera House” by November 1985, although the location was unchanged.)

Timeline

10 August 1952: As part of the takeover of private 138 [1925 number] from Reo Motors:

- Kensington (Doncaster Av) – Botany Town Hall extended/alterd to Kingsford – Botany – Matraville (full time service) & renumbered 338.
- Peak hour trips extended from Kingsford to City (Circular Quay East).
- Botany (Chelmsford Av) – Matraville replaced equivalent part of 309, although peak hour service on 309 continued to run City (Circular Quay) – Matraville via Botany Rd.
- 309 & 338 shared Botany (Chelmsford Av) – Matraville in peak hours.
- Sunday service then or later extended to Botany Cemetery.
- Operated by Department of Road Transport & Tramways.

By September 1953: City terminus altered to Macquarie St.

By 14 July 1957: City terminus altered to Macquarie St. Peak hour service then ran City (Macquarie St) – Kingsford – Botany – Matraville Hotel.

23 October 1960: As part of rearrangement of routes when the Circular Quay – Botany (Chelmsford Av) tram service was replaced by buses:

- Curtailed to run City (Macquarie St) – Kingsford – Botany Town Hall & reduced to a peak hour service.
- Botany – Kingsford at other times replaced by new 310.
- Botany (Chelmsford Av) – Matraville (extended to Botany Cemetery on Sundays) replaced by expanded 309 (from then a full time service).
- Selected peak hour trips on 310 & 338 through-routed as a combined loop, City (Circular Quay) – Botany – Kingsford – City (Macquarie St).

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

- Ceased.
- Replaced between Kingsford & Botany by existing 310, which continued to provide service Botany – Eastgardens – Kingsford in peak hours & by various other routes which continued to provide service City (Circular Quay) – Kingsford.

Streets

City (Macquarie St) – Kingsford – Botany – Matraville (selected trips on Sunday extended to Botany Cemetery)

From 14 July 1957

City (Macquarie St) – Kingsford – Botany – Matraville Hotel (peak hours)

From City (Macquarie St) (north of Bridge St) via Macquarie St, Martin Pl, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Kensington, Kingsford**), Bunnerong Rd, Maroubra Bay [now Heffron] Rd (**Pagewood**), Page St, Ocean St, railway bridge [old location], Stephen Rd, Swinbourne St, William St, Banksia St, Botany Rd (**Botany, Banksmeadow**), Beauchamp Rd, Perry St to Bunnerong Rd (Matraville Hotel).

From Matraville Hotel (Perry St/Bunnerong Rd) via reverse route to Elizabeth St, then Hunter St, Macquarie St (City).

Kingsford – Botany – Matraville (Moorina Av) (daily service) (selected trips on Sunday extended to Botany Cemetery)

From Kingsford (Nine Ways) via Bunnerong Rd, Maroubra Bay [now Heffron] Rd (**Pagewood**), Page St, Ocean St, railway bridge [old location], Stephen Rd, Swinbourne St, William St, Banksia St, Botany Rd (**Botany, Banksmeadow**), Beauchamp Rd, Perry St, Bunnerong Rd, Partanna Av, Moorina Av to Bunnerong Rd (Matraville).

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

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

Pagewood (Collins St) diversion: Ex Kingsford from Page St via Collins St, Spring St, Ocean St. Reverse on return.

Botany (Tenterden Rd) diversion: Ex Kingsford from Banksia St via Tenterden Rd, Ramsgate St, Daniel St, Banksia St. Reverse on return.

City (Macquarie St) – Kingsford – Botany Town Hall

From 23 October 1960 (based on 20 April 1961 timetable)

From City (Macquarie St) (north of Bridge St) via Macquarie St, Martin Pl, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd, Maroubra Bay [now Heffron] Rd (**Pagewood**), Page St, Ocean St, railway bridge [old location], Stephen Rd, Swinbourne St, William St, Banksia St, Daniel St, Bay St to Botany Rd (Botany).

From Botany (Bay St at Botany Rd) via Botany Rd, Banksia St, then reverse route to Elizabeth St, then Hunter St, Macquarie St (City).

Alteration

By November 1972: Approached City from Elizabeth St via Bent St, Macquarie St. Unaltered on return.

* At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.

Timetable Summary

14 July 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingsford-Botany-Matraville†	Fr Matra 14C 35K	M-F	Matraville	4.55amC	Matraville	10.42pmK	A	
			Kingsford	8.52amV	Chelmsford Av	12.43amV		
		Sat	Chelmsford Av	4.46amV	Kingsford	11.36pmV	D	
			Kingsford	6.23amV	Chelmsford Av	1.37amV		
		Sun	Matraville	5.30amC	Botany Cem	4.47pmC	E	
			Kingsford	6.32amV	Matraville	10.27pmK		
	11.47amB		Chelmsford Av	11.58pmV				
City (Macquarie St)-Kingsford-Botany-Matraville Hotel	57	M-F	Mat'ville Hotel	6.22am	Macquarie St	6.35pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Extended to Botany Cemetery on Sundays.

A – Peak hours & late night, separate trips Kingsford-Botany (Chelmsford Av) & Botany (Chelmsford Av)-Matraville. Day, Kingsford-Botany-Matraville 20. Night, Kingsford-Botany-Matraville.

B – To Botany Cemetery.

C – To Botany (Chelmsford Av).

D – Early morning & late night, separate trips Kingsford – Botany (Chelmsford Av) & Botany (Chelmsford Av)-Matraville. Morning, Kingsford-Botany-Matraville 20. Afternoon, Kingsford-Botany-Matraville 30. Night, Kingsford-Botany-Matraville. Plus short-working/s after last trip shown.

E – Morning, Kingsford-Botany-Matraville 60, Botany (Chelmsford Av)-Matraville 30. Afternoon, Kingsford-Botany-Botany Cemetery 60, plus various short-workings. Night, Botany (Chelmsford Av)-Matraville or Kingsford-Botany-Matraville. Plus short-working/s before first trip & after last trip shown.

K – To Kingsford.

Ph – Peak hours only (both directions).

V – To Matraville.

20 April 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)-Kingsford-Botany Town Hall	41	M-F	Botany TH	6.36am	Macquarie St	6.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions). Selected trips through-routed with 310.

Route 338

CITY (Railway Square) – CLOVELLY

Timeline

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

- Peak hour trips on 339 curtailed & renumbered.
- 339 continued to provide service at other times, supplemented by X39 & X40 in peak hours.
- Operated by State Transit Authority of NSW.
- 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. 339 provided all service to Clovelly.

Streets

From 4 October 2015

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Albion St, Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Anzac Pde, then Fitzroy St, Foveaux St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

** At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Timetable Summary

See 339

Route 339

CITY (various termini) – CLOVELLY

Route X39

Route 339X

CITY (various termini) – CLOVELLY (EXPRESS)

Timeline

23 June 1957: As part of replacement of Circular Quay – Clovelly tram service by buses:

- Full time service, 339 City (Macquarie St) – Clovelly, commenced by Department of Government Transport.
- Supplemented by peak hour route 340.
- Shared route at different times between City (various termini) & Kensington along Anzac Pde with routes in the 336-338, 370-377 & 391-399 ranges of routes.

(?): City terminus altered to Circular Quay.

By 1964: 340 renumbered 339.

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

- City terminus (daytime) of 339 altered to Millers Point.
- City terminus (night) of 339 altered to Wynyard.
- X39 City (Martin Pl) (arriving) or Millers Point (departing) – Clovelly peak hour express trips renumbered from X40.

31 July 1994:

- 339 rerouted via Eddy Av, Central Railway, replacing 341.
- City terminus for all 339 trips at Millers Point.
- Alternate night trips of 339 continued to run via Taylor Square instead of Eddy Av, Central Railway & renumbered 340.
- City terminus (arriving) of X39 altered to Wynyard.

23 October 1999: 340 ceased & all service ran as 339.

23 June 2002: City terminus (arriving) of X39 reverted to Martin Pl.

1 January 2005: Became part of Contract Region 9.

28 October 2012:

- City terminus of 339 altered to Loftus St/Bridge St (arriving) & Pitt St/Spring St (departing).
- City terminus (departing) of X39 altered to Martin Pl.
- Selected morning trips on X39 to City rerouted via Eastern Distributor to terminate in City at Museum Station & renumbered X40.

4 October 2015:

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

- Peak hour trips on 339 curtailed to run City (Railway Square) – Clovelly & renumbered 338.
- 339 continued to provide service at other times, supplemented by X39 & X40 in peak hours.
- City terminus (departing) of X39 altered to Gresham St.

14 February 2021:

 City termini altered to Circular Quay.

5 December 2021:

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

- 339 curtailed to run City (Belmore Park) – Clovelly, replacing 338.
- X39 & X40 combined as a single route, renumbered 339X & altered to run:
Mornings: Clovelly to City (Museum Station) via Eastern Distributor,
Afternoons: City (Martin Pl) to Clovelly.

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.

19 January 2025:

 City terminal arrangements altered to a loop from Foveaux St via Elizabeth St, Albion St (not to/via Belmore Park & Eddy Av).

Streets

Route 339

City (Circular Quay) – Clovelly

By December 1966

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Liverpool St, then Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

* *At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Alteration

From 8 February 1987 (opening of Pitt St pedestrian mall): Approached City from Liverpool St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay.

City (Millers Point) – Clovelly

City (Wynyard) – Clovelly

Alterations

From 5 August 1990:

- (*Daytime*): Approached City from Elizabeth St via Hunter St, George St, Margaret St, Kent St, Argyle Pl, Lower Fort St, Argyle St to Millers Point. Return from Argyle St via Kent St, Margaret St, York St, King St, Elizabeth St.
- (*Nights*): Approached City from Margaret St via York St to Wynyard Park. Return via York St, King St.

City (Millers Point) – Clovelly

From 31 July 1994

From City (Millers Point) via Argyle St, George St, Rawson Pl, Eddy Av (**Central Railway**), Elizabeth St, Albion St, Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Anzac Pde, then Fitzroy St, Foveaux St, Elizabeth St, Eddy Av, then reverse route to City (Millers Point).

* *At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Alterations

- **From 23 June 2002:** Approached City from Elizabeth St via Phillip St, Bent St, Loftus St, Alfred St, George St, Argyle St to Millers Point. Return via Argyle St, George St, Alfred St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Pitt St, Eddy Av.
- **From 25 March 2008:** Approached City from George St via Lower Fort St, Argyle St to Millers Point. Reverse on return.
- **From 25 March 2008 (Friday nights & weekends during The Rocks Markets):** From George St via Essex St, Cumberland St, Lower Fort St. Reverse on return.

City (Loftus St/Bridge St or Pitt St/Spring St) – Clovelly

Alteration

From 28 October 2012: Approached City from Bent St via Loftus St to Bridge St. Return from Pitt St/Spring St via Pitt St.

City (Central Railway, various termini) – Clovelly

From 5 December 2021

From City (Belmore Park) (Eddy Av) via Elizabeth St, Albion St, Flinders St, Moore Park Busway, Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Moore Park Busway, then Foveaux St, Elizabeth St, Hay St, Pitt St, Eddy Av to Belmore Park (City).

Alteration

From 19 January 2025: Approached City from Foveaux St to Elizabeth St (Central Railway). Returned via Elizabeth St, Albion St.

Route X39

City (Martin Pl or Millers Point) – Clovelly

From 5 August 1990

From City (Millers Point) (Argyle St) via Kent St, Margaret St, York St, King St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Liverpool St, then Elizabeth St to Martin Pl (City).

* *At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Alteration

By 21 November 1993: Ex City (Millers Point) from Elizabeth St via Albion St, Flinders St. Return from Flinders St via Campbell St, Hunt St, Goulburn St, Elizabeth St.

City (Wynyard or Millers Point) – Clovelly

From 1 August 1994

From City (Millers Point) via Argyle St, George St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Anzac Pde, then Foveaux St, Riley St, Oxford St, Liverpool St, George St to Wynyard (City).

* *At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Alteration

From 25 June 2001: Ex Clovelly from Anzac Pde via Flinders St, Oxford St. Unaltered on return.

City (Martin Pl or Millers Point) – Clovelly

From 23 June 2002

From City (Millers Point) via Argyle St, George St, Alfred St, Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Liverpool St, then Elizabeth St to Martin Pl (City).

* At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.

Alteration

From 25 March 2008: From City (Millers Point) via Argyle St, Lower Fort St, George St. Unaltered on return.

City (Martin Pl) – Clovelly

Alteration

By 7 June 2015: From City (Martin Pl) (in Castlereagh St) via Castlereagh St. Unaltered on return.

City (Martin Pl or Gresham St) – Clovelly

Alteration

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

Route 339X

City (Museum Station or Martin Pl) – Clovelly

From 5 August 1990

From City (Martin Pl) (in Castlereagh St) via Castlereagh St, Goulburn St, Elizabeth St, Albion St, Flinders St, Moore Park Busway, Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Moore Park Busways, then Eastern Distributor, Bent St, Phillip St, Elizabeth St to Museum Station (City).

Timetable Summary

December 1966

City – Clovelly routes

339-341

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
339: City (Circular Quay)-Clovelly	34	M-F	Clovelly	4.35am	Circular Quay	11.40pm	15*	A
		Sat		4.36am		12.25am	20	A
		Sun		6.35am		11.09pm	AM 30 PM 20	A
340: Clovelly-City (Circular Quay) (<i>express</i>)	30	M-F	Clovelly	7.30am	Clovelly	8.30am	Ph	
		Sat						
		Sun						
341: City (Railway Square)-Clovelly	33	M-F	Clovelly	4.53am	Railway Sq	11.59pm	30*	A
		Sat		5.40am		12.00pm	20	A
		Sun	Railway Sq	6.28am		10.57pm	AM 30 PM 20	A

Average day frequencies along common route:

M-F Moore Park-Clovelly (339, 341) 6 trips per hour

Sat Moore Park-Clovelly (339, 341) 10

Sun AM Moore Park-Clovelly (339, 341) 15

Sun PM Moore Park-Clovelly (339, 341) 10.

* More frequent in peak hours.

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

Ph – Morning peak hour only (from Clovelly).

21 August 1978

City – Clovelly routes

339-341

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
339: City (Circular Quay)-Clovelly	34	M-F	Clovelly	4.35am	Circular Quay	11.40pm	15*	A
		Sat		4.36am		12.25am	AM 20 PM 30	A
		Sun		7.05am		11.09pm	30	A
340: Clovelly-City (Circular Quay) (express)	36	M-F	Clovelly	7.30am	Clovelly	8.29am	Ph	
		Sat						
		Sun						
341: City (Railway Square)-Clovelly	32	M-F	Clovelly	4.53am	Railway Sq	11.34pm	30*	
		Sat		5.40am		11.29pm	30	A
		Sun		6.35am		10.57pm	30	

Average day frequencies along common route:

M-F Moore Park-Clovelly (339, 341) 6 trips per hour
 Sat AM Moore Park-Clovelly (339, 341) 5 trips per hour
 Sat PM Moore Park-Clovelly (339, 341) 15
 Sun PM Moore Park-Clovelly (339, 341) 15

* More frequent in peak hours.

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

Ph – Morning peak hour only (from Clovelly).

5 August 1990

City – Clovelly routes

339-341

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
339: City (Millers Point)-Clovelly	Fr Clov 38Y 41M	M-F	Clovelly	4.36amY	Millers Point	6.57pmC	A	
				6.30amM	Wynyard	12.03amC		
		Sat		5.30amY	Millers Point	6.00pmC	B	
				8.31amM	Wynyard	12.33amC		
		Sun		6.30amY	Millers Point	6.08pmC	B	
				8.30amM	Wynyard	11.03amC		
X39: City (Martin Pl or Millers Point)-Clovelly	25CM 34RC	M-F	Clovelly	7.18am	Millers Point	5.31pm	Ph1	
		Sat						
		Sun						
341: City (Railway Square)-Clovelly	26	M-F	Clovelly	5.00am	Railway Sq	6.30pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

A – Early morning & night, City (Wynyard)-Clovelly. Day, City (Millers Point)-Clovelly 15*. Extra trip Friday night. Plus short-working/s after last trip shown.

B – Early morning & night, City (Wynyard)-Clovelly. Day, City (Millers Point)-Clovelly 20.

C – To Clovelly.

CM – From Clovelly to City (Martin Pl).

M – To City (Millers Point).

Ph1 – Peak hours only (mornings from Clovelly, afternoons from City (Millers Point)).

Ph2 – Peak hours only (mornings from Clovelly, afternoons from City (Railway Square)).

RC – From Millers Point to Clovelly.

Y – To City (Wynyard).

31 July 1994

City – Clovelly routes

339, X39, 340

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
339: City (Millers Point)-Clovelly via Eddy Av	41	M-F	Clovelly	4.36am	Millers Point	11.31am	15*	A
		Sat		5.30am		11.31am	20	B
		Sun		6.27am		10.31am	20	
X39: City (Wynyard or Millers Point)-Clovelly (express)	28CY 34PC	M-F	Clovelly	7.07am	Millers Point	6.51pm	Ph	
		Sat						
		Sun						
340: City (Millers Point)-Clovelly via Taylor Square	29	M-F	Millers Point	8.01pm	Millers Point	12.01pm	Ns	C
		Sat		8.01pm		12.40am	Ns	
		Sun		8.01pm		11.01pm	Ns	

Night trips ran alternately via 339 & 340.

* More frequent in peak hours.

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

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

C – Extra trip Friday night.

CY – From Clovelly to City (Wynyard).

PC – From City (Millers Point) to Clovelly.

Ns – Night service.

Ph – Peak hours only (morning from Clovelly to City (Wynyard), afternoon from City (Millers Point) to Clovelly).

4 October 2015

City – Clovelly routes

338, 339, X39, X40

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
338: City (Railway Square)-Clovelly	28	M-F	Clovelly	6.46am	Railway Sq	6.56pm	Ph1	
		Sat						
		Sun						
339: City (Gresham St or Spring St)-Clovelly	38	M-F	Clovelly	4.33am	Spring St	11.47pm	30*	A
		Sat		5.36am		12.32am	30	
		Sun		5.36am		12.32am	30	
X39: City (Martin Pl or Gresham St)-Clovelly (express)	37	M-F	Clovelly	7.14am	Gresham St	6.47pm	Ph2	
		Sat						
		Sun						
X40: Clovelly-City (Museum Station) (express)	30	M-F	Clovelly	6.38am	Clovelly	8.43am	Ph3	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trip Friday night.

Ph1 – Peak hours only (both directions).

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

Ph3 – Morning peak hour only (from Clovelly).

5 December 2021

City – Clovelly routes

339, 339X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
339: City (Belmore Park)-Clovelly	25	M-F	Clovelly	4.26am	Belmore Park	12.56am	20*	
		Sat		4.56am		12.56am	20	
		Sun		5.26am		12.56am	20	
339X: City (Museum Station or Martin Pl)-Clovelly (<i>express</i>)	31	M-F	Clovelly	6.37am	Martin Pl	6.55pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

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

Route 340

REDFERN – PAGEDWOOD DEPOT (*INDUSTRIAL*) ■

REDFERN – WATERLOO (Amelia St) – WEST KENSINGTON (Raleigh Park) (*INDUSTRIAL*) ■

(Raleigh Park was the site of the WD & HO Wills tobacco factory.)

Timeline

Unnumbered period 1938-early 1940s

12 July 1938: Peak hour service Redfern – Waterloo (Amelia St) – West Kensington (Raleigh Park) commenced as an unnumbered route by Department of Road Transport & Tramways.

By March 1941: Numbered 340.

23 March 1952: Extra route, Redfern – Pagewood Depot, commenced.

23 June 1957: Renumbered 040 as part of the renumbering of industrial routes into the 001-099 series.

Route 340

CITY (various termini) – RANDWICK (Carrington Rd) ■

Timeline

23 June 1957: As part of replacement of Circular Quay – Clovelly tram service by buses, peak hour route, City (Macquarie St) – Randwick (Carrington Rd), supplementary to 339, commenced by Department of Government Transport.

(?): City terminus altered to Circular Quay.

By 1964: Renumbered part of 339.

Route 340

CITY (Circular Quay) – CLOVELLY (*EXPRESS*) ■

Timeline

13 July 1964: Morning peak hour express trips from Clovelly commenced by Department of Government Transport. Afternoon peak hour express trips from City (Circular Quay) commenced 28 January 1981.

5 August 1990: Renumbered X39, as part of general reorganisation of Eastern Suburbs routes.

Streets

From Clovelly to City (Circular Quay)

From 13 July 1964 (based on December 1966 timetable)

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd (**Randwick**), Alison Rd, Anzac Pde* (**Moore Park**), Flinders St, Campbell St, Hunt St, Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

** At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

From City (Circular Quay) to Clovelly

From 28 January 1981

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, King St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

** At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Alteration

By September 1984: Ex City (Circular Quay) from Elizabeth St via Albion St, Flinders St.

City (Circular Quay) – Clovelly (both directions)

From 8 February 1987

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Albion St, Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Flinders St, then Campbell St, Hunt St, Goulburn St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

** At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Timetable Summary

See 339

Route 340

CITY (Millers Point) – DARLINGHURST – CLOVELLY (nights) ■

Timeline

31 July 1994:

- Alternate night trips Monday-Sunday on 339 renumbered 340 & continued to run via Darlinghurst, when base service to Clovelly on 339 was rerouted via Eddy Av, Central Railway.
- Operated by State Transit Authority of NSW.

23 October 1999: Ceased. All service provided by 339.

Streets

From 31 July 1994

From City (Millers Point) via Argyle St, George St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Liverpool St, then George St, Argyle St to Millers Point (City).

** At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.*

Timetable Summary

See 339

Route 340

BONDI JUNCTION – CITY – CHATSWOOD

Timeline

28 April 2019:

- Renumbered from M40 (*see Metrobus routes*).
- Operated by State Transit Authority of NSW.
- Part of Contract Region 9.

24 January 2021: Ceased as a result of introduction of new “frequent” 120 (City (Queen Victoria Building) – Chatswood), which replaced equivalent part of 340. City – Bondi Junction replaced by existing 333 & 440.

Streets

From 28 April 2019

From Bondi Junction (Interchange) via Newland St, Oxford St (**Paddington, Darlinghurst**), College St, Park St (City), Druiitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Willoughby Rd (**Naremburn**), Mowbray Rd (**Willoughby**), Penshurst St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

From Chatswood (Interchange) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druiitt St, then reverse route to Bondi Junction

Timetable Summary

28 April 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
				Time	From	Time		
Bondi Junction-City-Chatswood	42	M-F	Chatswood	6.32amB	Bondi Junction	8.07pmC	A	
					Wynyard	11.23pmB		
		Sat		7.31amB	Bondi Junction	7.38pmC	D	
					Wynyard	11.36pmB		
		Sun		7.30amB	Bondi Junction	7.38pmC	D	
					Wynyard	11.10pmB		

* More frequent in peak hours.

A – Day. Bondi Junction-Chatswood 15*. Night, City (Wynyard)-Bondi Junction. Plus short-working/s before first trip shown.

D – Day. Bondi Junction-Chatswood 20. Night, City (Wynyard)-Bondi Junction. Plus short-working/s before first trip shown.

B – To Bondi Junction.

C – To Chatswood.

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

Route X40

CLOVELLY – CITY (Museum Station) via Eastern Distributor (EXPRESS)

Timeline

28 October 2012:

- Selected morning trips on X39 from Clovelly rerouted via Eastern Distributor & renumbered.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 9.

5 December 2021: X39 & X40 combined as a single route & renumbered 339X, as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.

Streets

From 28 October 2012

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd (**Randwick**), Alison Rd, Anzac Pde* (**Moore Park**), Eastern Distributor, Cahill Expressway, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).

* At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.

Timetable Summary

See 339

Route 341

ST PETERS – ALEXANDRIA (Collins St) (INDUSTRIAL) ■

ST PETERS – PAGEWOOD DEPOT via Collins St (INDUSTRIAL) ■

Timeline

Unnumbered period 1938-41

12 July 1938:

- Peak hour service, St Peters – Alexandria (Collins St), commenced as an unnumbered route by Department of Road Transport & Tramways.
- Some trips possibly ran St Peters – Alexandria (Doody St).
- First route to be operated specifically to serve industrial workers.

By March 1941: Numbered 341.

(?): Doody St trips renumbered 345.

23 March 1952: Extra route, St Peters – Pagewood Depot, commenced.

23 June 1957: Renumbered 041 as part of the renumbering of industrial routes into the 001-099 series.

Route 341

CITY (Railway Square) – CLOVELLY ■

Timeline

23 June 1957: As part of replacement of Railway – Clovelly tram service by buses:

- Full time service commenced by Department of Government Transport.
- Supplemented by peak hour 342.
- Shared route at different times between City (various termini) & Kensington along Anzac Pde with routes in the 336-338, 370-377 & 391-399 ranges of routes.

By 1964: 342 renumbered 341.

By 18 October 1987: Night service ceased.

5 August 1990: Reduced to a peak hour service, as part of general reorganisation of Eastern Suburbs routes.

31 July 1994: Replaced by rerouting of 339 via Eddy Av, Central Railway.

Streets

From 23 June 1957 (based on December 1966 timetable)

From City (Railway Square) (Pitt St/George St) via Pitt St, Eddy Av, Elizabeth St, Randle St, Chalmers St, Cleveland St, Anzac Pde* (**Moore Park**), Alison Rd, Darley Rd (**Randwick**), Clovelly Rd, Donnellan Circ, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via Clovelly Rd, Darley Rd, then reverse route to Eddy Av, then Rawson Pl, George St to Pitt St (Railway Square, City).

* At various times, buses have run via the exclusive bus roadway, also known as the Moore Park Busway (parallel to Anzac Pde), between Moore Park Rd & Robertson Rd instead of Anzac Pde itself.

Alterations

- **By November 1968:** Approached City (Railway Square) from Eddy Av via Pitt St to Railway Square (waiting shed). Return via Pitt St, Eddy Av.
- **By 12 October 1969:** Ex City (Railway Square) from Randle St via Devonshire St, Elizabeth St, Cleveland St. Unaltered on return.
- **By 29 January 1981:** Ex City (Railway Square) from Eddy Av via Elizabeth St. Return from Chalmers St via Eddy Av.

Timetable Summary

See 339

Route 341

KINGSFORD – RANDWICK (Rainbow St) ■

Timeline

23 December 2002: Limited shopping service commenced by State Transit Authority of NSW..

1 January 2005: Became part of Contract Region 9.

1 August 2016: Ceased. 418 covered most of route.

Streets

From 23 December 2002

From Kingsford (Anzac Pde at Gardeners Rd) via Anzac Pde, Meeks St, Kennedy St, Rainbow St to Avoca St (Randwick). Reverse on return.

Timetable Summary

23 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingsford-Randwick (Rainbow St)	6	M-F	Rainbow St	10.05am	Kingsford	1.30pm	2 trips	
		Sat						
		Sun						

Route 342

SYDENHAM – BOTANY (Department of Aircraft Production) (INDUSTRIAL) ■

SYDENHAM – BUNNERONG POWER HOUSE (INDUSTRIAL) ■

SYDENHAM – MASCOT (Coward St) (INDUSTRIAL) ■

SYDENHAM – MASCOT (Morley Av) (INDUSTRIAL) ■

SYDENHAM – PAGEWOOD DEPOT (INDUSTRIAL) ■

SYDENHAM – SYDNEY AIRPORT (INDUSTRIAL) ■

(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)

(Sydney Airport is also commonly known as Mascot Airport.)

Timeline

From 12 July 1938: Peak hour service, Sydenham – Mascot (location?) commenced by Department of Road Transport & Tramways.

By 1951: Extra routes commenced:

Sydenham – Botany (Department of Aircraft Production)

Sydenham – Bunnerong Power House

Sydenham – Sydney Airport

22 March 1952: Extra route, Sydenham – Pagewood Depot, commenced.

23 June 1957: Renumbered 042 as part of the renumbering of industrial routes into the 001-099 series.

Route 342

CITY (Railway Square) – RANDWICK (Carrington Rd) ■

Timeline

23 June 1957: Peak hour service commenced By Department of Government Transport, supplementary to 341, as part of replacement of Railway – Clovelly tram service by buses:

By 1964: Renumbered part of 341.

Route 342

MALABAR JUNCTION – MALABAR HEIGHTS

Timeline

17 May 1971 to 24 May 1971: Part of private 142 [1925 route number] temporarily run by Department of Government Transport when private operator, WL Arnold, was ill.

Streets

From 17 May 1971

From Malabar Junction (Anzac Pde at Franklin St) via Prince Edward St, Napier St, Austral St, Lucas Av, Zions Av, Nix Av, Adams Av (**Malabar Heights**), Prince Edward St, Zions Av, Lucas Av, Austral St, Napier St, Prince Edward St, (left) Anzac Pde, u-turn to Franklin St (Malabar Junction).

Timetable Summary

17 May 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Malabar Junction-Malabar Heights	10 round trip	M-F	Malabar Jun	7.20am	Malabar Hts	6.15pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service.

Route 342

KINGSFORD – DACEYVILLE

Timeline

28 October 1996: Limited shopping service renumbered from 333. Operated by State Transit Authority of NSW.

1 January 2005: Became 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 28 October 1996 (based on 23 June 2002 timetable)

From Kingsford (Gardeners Rd at Nine Ways) via General Bridges Cr, Cook Av, Gwea Av (Daceyville).

From Daceyville (Gwea Av) via Haig Av, Wills Cr, Cook Av, General Bridges Cr, Bunnerong Rd to Nine Ways (Kingsford).

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		
Kingsford-Daceyville	4	M-F	Daceyville	10.20am	Kingsford	2.20pm	2 trips	
		Sat						
		Sun						

29 April 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingsford-Daceyville	4	M-F	Daceyville	10.20am	Kingsford	2.20pm	A	
		Sat						
		Sun						

A – 2 trips from Daceyville, 1 trip from Kingsford.

Route 343

LEICHHARDT (Norton St) – SYDENHAM – PAGEWOOD – BUNNERONG POWER HOUSE (INDUSTRIAL) ■

LEICHHARDT (Norton St) – SYDENHAM – MASCOT (British Standard Machinery) (INDUSTRIAL) ■

(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)

Timeline

14 October 1940: Peak hour service Sydenham – Bunnerong Power House commenced by Department of Road Transport & Tramways.

28 October 1940: Extended to run Leichhardt (Norton St) – Bunnerong Power House.

1 March 1943: Extra route, Leichhardt (Norton St) – Mascot (British Standard Machinery), commenced.

23 June 1957: Renumbered 043 as part of the renumbering of industrial routes into the 001-099 series.

Route 343

CITY (various termini) – ROSEBERY – DACEYVILLE JUNCTION ■

- **Extended from Kingsford to Pagewood Depot (selected trips, (?) – 1980s)**

Route L43

ROSEBERY – CITY (Millers Point) (LIMITED STOPS) ■

Route X43

CITY (Millers Point) – ROSEBERY – KINGSFORD (EXPRESS) ■

(The outer terminus of the tram route which 343 replaced was known as Daceyville. The outer terminus of 343 was listed in timetables as “Daceyville Junction (Kingsford)” until the mid-1960s (?), when it was renamed Kingsford.)

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

Timeline

23 June 1957: As part of replacement of both Circular Quay – Rosebery & Circular Quay – Daceyville via Waterloo tram services by buses:

- 343 City (Circular Quay) – Rosebery – Daceyville Junction full time service commenced by Department of Government Transport.
- Supplemented by peak hour routes 344-350.
- Replaced Sundays-only 384 over the same route.

By 1966: Selected trips extended from Kingsford to Pagewood Depot (from Pagewood Depot in early mornings & from City (Circular Quay) late at night).

By 20 October 1985: Extension to Pagewood Depot ceased ahead of replacement of Pagewood Depot by Port Botany Depot.

8 February 1987: 344, 346, 347, 348 & 350 renumbered 343.

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

- City termini altered to Millers Point (daytime) & Wynyard (night).
- Some peak hour trips altered to express & renumbered X43, sharing route with 343.
- Selected afternoon peak hour trips altered to limited stops (Rosebery to City (Circular Quay) or short-working/s thereof), renumbered L43, also sharing route with 343.

By 31 July 1994: L43 ceased.

26 April 2009:

- X43 express trips altered to all stops & renumbered 343.
- City terminus of 343 altered to Gresham St.

1 January 2005: Became part of Contract Region 9.

4 October 2015: 343 amalgamated with 273 as 343, Chatswood – City – Rosebery – Kingsford, as a result of light rail construction in George St, City/new CBD bus network (*see next entry*).

Streets

Route 343

City (Circular Quay) – Rosebery – Kingsford

From 23 June 1957

From City (Circular Quay) (No 2 Jetty) via Circular Quay East, Macquarie St, Martin Pl, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av (**Rosebery**), Harcourt Pde, Botany Rd, Gardeners Rd to Nine Ways (Kingsford).

From Kingsford (Gardeners Rd at Nine Ways) via reverse route to Elizabeth St, then Hunter St, Macquarie St, Circular Quay East to No 2 Jetty (Circular Quay, City).

(Probably from) 29 September 1957 (coincident with the final replacement of tram services in Pitt & Castleagh Sts by buses): From Circular Quay (Alfred St at Pitt St) via Pitt St, Goulburn St, Elizabeth St. Return from Elizabeth St via Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

City (Circular Quay) – Rosebery – Kingsford (selected trips extended to Pagewood Depot)

Alterations

- **By 1966**
Pagewood Depot extension: From Kingsford (Nine Ways) via Bunnerong Rd to Pagewood Depot. Reverse on return.
- **By August 1970:** Ex Kingsford from Joynton Av via Elizabeth St, Redfern St, Chalmers St, Randle St, Elizabeth St, Hay St, Castlereagh St. Unaltered on return.
- **By 28 January 1981:** Ex Kingsford from Chalmers St via Elizabeth St. Unaltered on return.
- **From 8 February 1987 (opening of Pitt St pedestrian mall):** Approached City from Chalmers St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return via Pitt St, Hunter St, Castlereagh St, Goulburn St.

City (Millers Point) – Rosebery – Kingsford

From 5 August 1990

From City (Millers Point) (Argyle St) via Kent St, Margaret St, York St, King St, Castlereagh St, Goulburn St, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av (**Rosebery**), Harcourt Pde, Botany Rd, Gardeners Rd to Nine Ways (Kingsford).

From Kingsford (Gardeners Rd at Nine Ways) via reverse route to Elizabeth St (south of Redfern), then Redfern St, Chalmers St, Elizabeth St, Hunter St, George St, Margaret St, Kent St, Argyle St to Millers Point (City).

Trips terminating at City (Wynyard) (nights): Ex Kingsford from Margaret St via York St to Wynyard Park. Return from Wynyard Park via York St, King St.

Alteration

- **By January 1998:** Ex City (Millers Point) from King St via Elizabeth St. Unaltered on return.
- **By 28 January 2001:** From City (Millers Point) via Argyle St, George St, Alfred St, Pitt St, Hunter St, Elizabeth St. Return from Elizabeth St via Bent St, Loftus St, Alfred St, George St, Argyle St to Millers Point (City).
- **By 23 June 2002:** Ex City (Millers Point) from Harcourt Pde via Dunning Av, Gardeners Rd. Reverse on return.

City (Gresham St) – Rosebery – Kingsford

Alteration

From 26 April 2009: Approached City from Bent St via Gresham St (City). Return via Bridge St, Pitt St.

Route L43

Rosebery – City (Millers Point)

From 5 August 1990

From Rosebery (Rothschild Av at Crewe Pl) via Joynton Av (**Zetland**), Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Hunter St, George St, Margaret St, Kent St, Argyle St to Millers Point (City).

Alterations

- **From 28 January 2001:** Approached City from Loftus St via Alfred St, George St, Argyle St to Millers Point. Return via Argyle St, George St, Alfred St, Pitt St, Hunter St, Castlereagh St.
- **By 23 June 2002** ("*Better Buses*" Eastern Suburbs service review): Ex City (Millers Point) from Harcourt Pde via Dunning Av, Gardeners Rd. Reverse on return.

Route X43

City (Millers Point) – Rosebery – Kingsford

From 5 August 1990

From City (Millers Point) (Argyle St) via same route as 343 to Harcourt Pde, then Dunning Av, Gardeners Rd to Nine Ways (Kingsford).

From Kingsford (Gardeners Rd at Nine Ways) via reverse route to Elizabeth St (south of Redfern), then Redfern St, Chalmers St, Elizabeth St, Hunter St, George St, Margaret St, Kent St, Argyle St to Millers Point (City).

Timetable Summary

21 July 1958

See also other routes in the range 344-350

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
343: City (Circular Quay)-Rosebery-Daceyville Junction	Fr C Quay 24R 36D	M-F	Circular Quay	4.59am	Circular Quay	12.05am	15*	A
		Sat		5.22am		12.02am	B	
		Sun		6.32am		11.04pm	AM 30 PM 20	

* More frequent in peak hours.

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

B – Morning, City (Circular Quay)-Rosebery 7-8, City (Circular Quay)-Daceyville Junction 15. Afternoon, City (Circular Quay)-Daceyville Junction 15. Night, City (Circular Quay)-Daceyville Junction. Plus short-working/s before first trip & after last trip shown.

D – To Daceyville Junction

R – To Rosebery.

October 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
343: City (Circular Quay)-Rosebery-Kingsford†	Fr C Quay 36K 44P	M-F	Circular Quay	4.59am	Circular Quay	12.05am	15*	A
		Sat		5.01am		12.07am	15	B
		Sun		6.32am		11.14pm	AM 30 PM 20	C

* More frequent in peak hours.

† Selected trips extended to Pagewood Depot

A – Selected late night trips extended to Pagewood Depot.

B – Selected early morning trips extended to start from Pagewood Depot (first trip 5.32am). Selected late night trips extended to Pagewood Depot.

C – Selected early morning trips extended to start from Pagewood Depot (first trip 6.49am). Selected late night trips extended to Pagewood Depot.

K – To Kingsford.

P – To Pagewood Depot.

28 January 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
343: City (Circular Quay)-Rosebery-Kingsford†	40	M-F	Kingsford	4.19am	Circular Quay	12.07am	15*	A
		Sat		5.40am		12.12am	AM 15 PM 30	B
		Sun		6.32am		11.10pm	30	C

* More frequent in peak hours.

† Selected trips extended to Pagewood Depot

A – Selected early morning trips extended to start from Pagewood Depot (first trip 4.11am). Selected late night trips extended to Pagewood Depot.

B – Selected early morning trips extended to start from Pagewood Depot (first trip 5.32am). Selected late night trips extended to Pagewood Depot.

C – Selected early morning trips extended to start from Pagewood Depot (first trip 6.46am). Selected late night trips extended to Pagewood Depot.

K – To Kingsford.

P – To Pagewood Depot.

5 August 1990

City – Rosebery – Kingsford routes

343, L43, X43

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
343: City (Millers Point)-Rosebery-Kingsford	42	M-F	Kingsford	4.18am	Millers Point	12.06am	A	
		Sat		5.32am		12.06am	B	
		Sun		5.32am		12.06am	D	
L43: Rosebery-City (Millers Point)	28	M-F	Rosebery	3.19pmC 4.04pmP	Rosebery	4.30pmP	Ph1	
		Sat						
		Sun						
X43: City (Martin Pl or Millers Point)-Kingsford (express)	KM26 PK32	M-F	Kingsford	7.18amM	Millers Point	5.37pmK	Ph2	
		Sat						
		Sun						

A – Early morning & night, City (Wynyard)-Kingsford. Day, City (Millers Point)-Kingsford 15. Plus various short-workings in peak hours (mainly City (Central Railway)-Rosebery).

B – Early morning & night, City (Wynyard)-Kingsford. Morning, City (Millers Point)-Kingsford 20. Afternoon, City (Millers Point)-Kingsford 30.

C – To City (Central Railway).

D – Early morning & night, City (Wynyard)-Kingsford. Day, City (Millers Point)-Kingsford 30.

K – To Kingsford.

KM – From Kingsford to City (Martin Pl).

M – To City (Martin Pl).

P – To City (Millers Point).

Ph1 – Afternoon peak hour only (from Rosebery).

Ph2 – Peak hours only (morning from Kingsford, afternoon from City (Millers Point)).

PK – From City (Millers Point) to Kingsford.

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
343: City (Millers Point)-Rosebery-Kingsford	40	M-F	Kingsford	4.18am	Millers Point	12.06am	15*	
		Sat		5.32am		12.06am	AM 15 PM 20	
		Sun		5.32am		12.06am	20	

* More frequent in peak hours.

Route 343

CHATSWOOD – CITY – ROSEBERY – KINGSFORD

Timeline

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

- Route 343 in previous entry amalgamated with 273 as 343 Chatswood – City – Rosebery – Kingsford (full time service).
- Compared with 273 & previous 343, new 343 was rerouted in the City area, with main City stop being altered from Wynyard or Circular Quay to Bridge St.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 9.

24 January 2021: Curtailed/altered to run City (Circular Quay) – Rosebery – Kingsford, coincident with the introduction of new “frequent” 120 (City (Queen Victoria Building) – Chatswood) (Contract Region 7). City – Chatswood replaced by new 115.

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

Chatswood – City – Rosebery – Kingsford

From 4 October 2015

From Chatswood (new Interchange) via Orchard Rd, Help St, Anderson St, Victoria Av, Penshurst St (**North Willoughby**), Mowbray Rd (**Willoughby**), Willoughby Rd (**Naremburn**), Burlington St (**Crows Nest**), Alexander St, Pacific Hwy, Berry St, Miller St (**North Sydney**), Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Bridge St, Gresham St (**City**), Bent St, Phillip St, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av (**Rosebery**), Harcourt Pde, Dunning Av, Gardeners Rd to Nine Ways (Kingsford).

From Kingsford (Gardeners Rd at Nine Ways) via reverse route to Joynton Av, then Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Bent St, Loftus St, Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St, Miller St, Pacific Hwy, Alexander St, then reverse route to Chatswood Interchange.

Alteration

From (?): Ex Chatswood from Bradfield Hwy [Sydney Harbour Bridge] via York St, Grosvenor St, Bridge St, Pitt St (*not* via Cahill Expwy), Hunter St, Elizabeth St. Unaltered on return.

City (Circular Quay) – Rosebery – Kingsford

From 24 January 2021

From City (Circular Quay) (Alfred St at Young St) via Young St, Bridge St, Phillip St, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av (**Rosebery**), Harcourt Pde, Dunning Av, Gardeners Rd, General Bridges Cres to Bunnerong Rd (Kingsford).

From Kingsford (Gardeners Rd at Nine Ways) via reverse route to Joynton Av, then Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Phillip St to Museum of Sydney (Circular Quay, City).

Timetable Summary

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-City-Rosebery-Kingsford	78	M-F	Kingsford	4.15am	Kingsford	12.00mn	10*	A
		Sat	Chatswood	5.00am		12.45am	15	
		Sun	Kingsford	5.17am	Chatswood	11.00pm	20	B

* More frequent in peak hours.

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

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

24 January 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)- Rosebery-Kingsford	38	M-F	Kingsford	4.15am	Circular Quay	12.10am	10*	
		Sat		5.45am		1.30am	15	
		Sun		5.15am		12.00mn	20	

* 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		
City (Circular Quay)- Rosebery-Kingsford	38	M-F	Kingsford	4.19am	Circular Quay	1.28am	10*	
		Sat		4.19am		1.28am	10	
		Sun		4.19am		12.58am	10	

* More frequent in peak hours.

Route 344

LEICHHARDT (Norton St) – SYDENHAM – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■

Timeline

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

23 June 1957: Renumbered 044 as part of the renumbering of industrial routes into the 001-099 series.

Route 344

CITY (Circular Quay) – ROSEBERY (various termini) ■

Timeline

24 June 1957:

- Peak hour service, City (Circular Quay) – Rosebery (Crewe Pl), supplementary to 343, commenced by Department of Government Transport, as part of replacement of Circular Quay – Rosebery tram service by buses.
- Limited afternoon peak hour service then or later extended to start from Rosebery (Epsom Rd/Dowling St).

By August 1970: Limited afternoon peak hour service starting from Rosebery (Epsom Rd/Dowling St) to City (Circular Quay) renumbered 345.

By 5 November 1972 & later: Selected afternoon peak hour trips extended to commence from various termini in Rosebery (furthest point Gardeners Rd/Botany Rd).

1981: Afternoon peak hour express from Rosebery commenced.

9 February 1987: Renumbered part of 343.

Streets

City (Circular Quay) – Rosebery (Crewe Pl)

From 23 June 1957

From City (Circular Quay) (No 2 Jetty) via Circular Quay East, Macquarie St, Martin Pl, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av to Crewe Pl (Rosebery).

From Rosebery (Crewe Pl) (at Rothschild Av) via reverse route to Elizabeth St, then Hunter St, Macquarie St, Circular Quay East to No 2 Jetty (Circular Quay, City).

Alterations

- **(Probably from) 29 September 1957:** From Circular Quay (Alfred St at Pitt St) via Pitt St, Goulburn St, Elizabeth St. Return from Elizabeth St via Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City)
- **By August 1970:** Ex Rosebery (Crewe Pl) from Joynton Av via Elizabeth St, Redfern St, Chalmers St, Randle St, Elizabeth St, Hay St, Castlereagh St. Unaltered on return.
- **By 28 January 1981:** Ex Rosebery (Crewe Pl) from Chalmers St via Elizabeth St. Unaltered on return.

City (Circular Quay) – Rosebery (Crewe Pl) (selected trips extended to Rosebery (Gardeners Rd/Botany Rd))

Alterations

- **From 1981** (selected afternoon peak hour trips): Extended to start from Rosebery (Gardeners Rd/Botany Rd) via Botany Rd, Harcourt Pde, Rothschild Av.
- **By 20 October 1985** (morning peak hour trips from the City terminating at Rosebery): Ex City (Circular Quay) from Rothschild Av via Cressy St, Mentmore Av, Queen St, Rothschild Av to Crewe Pl,

Timetable Summary

Peak hour routes, City – Rosebery area, supplementary to 343

344-350

October 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
344: City (Circular Quay)-Rosebery (Crewe Pl)	24	M-F	Circular Quay	6.34am	Crewe Pl	4.44pm	Ph1	
		Sat		5.01am		11.22pm	2 trips	
		Sun						
346: Rosebery (Joynton Av)-City (Circular Quay)	22	M-F	Joynton Av	3.49pm	Joynton Av	4.59pm	Ph2	
		Sat						
		Sun						
347: City (Railway Square)-Rosebery-Kingsford	26	M-F	Railway Sq	6.46am	Kingsford	5.04pm	Ph3	
		Sat						
		Sun						
348: City (Railway Square)-Rosebery (Crewe Pl)	13	M-F	Eddy Av	6.24am	Crewe Pl	7.31pm	Ph4	
		Sat						
		Sun						
349: City (Railway Square)-Rosebery (Epsom Rd)	14	M-F	Railway Sq	7.53am			Ph5	
		Sat						
		Sun						
350: City (Railway Square)-Rosebery (Joynton Av)	12	M-F	Railway Sq	6.55am	Joynton Av	4.52pm	Ph6	
		Sat						
		Sun						

Ph1 – Peak hours only (mainly, mornings from City (Circular Quay), afternoons from Rosebery (Crewe Pl)).

Ph2 – Afternoon peak hour only (from Rosebery (Joynton Av) to City (Circular Quay) or other City termini).

Ph3 – Peak hours only (mornings both directions, afternoons from Kingsford).

Ph4 – Peak hours only (mornings both directions, afternoons from Rosebery (Crewe Pl)). Selected trips ran City (Eddy Av, Central Railway)-Rosebery (Crewe Pl) only.

Ph5 – Morning peak hour only (from City (Railway Square)).

Ph6 – Peak hours only (mornings from City (Railway Square), afternoons from Rosebery (Joynton Av)). Selected trips ran City (Eddy Av, Central Railway)-Rosebery (Joynton Av) only.

September 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
344: City (Circular Quay)-Rosebery (various termini)	27	M-F	Circular Quay	7.08am	Gardeners Rd	4.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from City (Circular Quay), afternoons from Rosebery (various termini)). Includes express trips from Rosebery in afternoon peak hour.

Route 345

ST PETERS – ALEXANDRIA (Allied Works Council, O’Riordan St) (INDUSTRIAL) ■

Timeline

6 July 1942 or 11 January 1943: Peak hour service (possibly 341 trips St Peters – Alexandria (Doody St) renumbered) commenced by Department of Road Transport & Tramways.

23 June 1957: Renumbered 045 as part of the renumbering of industrial routes into the 001-099 series.

Route 345

CITY (various termini) – ZETLAND – ROSEBERY (Epsom Rd) (INDUSTRIAL)■

Timeline

24 June 1957: Peak hour service, supplementary to 343, commenced by Department of Government Transport, as part of replacement of Circular Quay – Rosebery tram service by buses. Number allocated but no trips listed in public timetables until 1970.

By August 1970:

- Afternoon peak hour service Rosebery (Epsom Rd/Dowling St) – City (Circular Quay) renumbered from 344.
- Served SCC Stores, Epsom Rd, Rosebery.

By 18 October 1987: Morning peak hour service City (Railway Square) – Rosebery (Epsom Rd/Dowling St) renumbered from 349.

1 January 2005: Became part of Contract Region 9.

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

Streets

City (Circular Quay) – Zetland

From 23 June 1957

From City (Circular Quay) (No 2 Jetty) via Circular Quay East, Macquarie St, Martin Pl, Elizabeth St (**Waterloo**) to Bourke St (Zetland).

From Zetland (Elizabeth St at Bourke St) via reverse route to Elizabeth St, then Hunter St, Macquarie St, Circular Quay East to No 2 Jetty (Circular Quay, City).

Alteration

(Probably from) 29 September 1957: From Circular Quay (Alfred St at Pitt St) via Pitt St, Goulburn St, Elizabeth St. Return from Elizabeth St via Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City)

City (Railway Square or Circular Quay) – Rosebery (Epsom Rd)

By 1986

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Joynton Av, Epsom Rd to Link Rd (Rosebery).

From Rosebery (Epsom Rd) (at Link Rd) via Epsom Rd, Rosebery Av, Crewe Pl, Rothschild Av, Joynton Av, Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

October 1966

July 1967

No trips.

18 October 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
345: City (Circular Quay or Rly Sq)- Rosebery (Epsom Rd)		M-F	Railway Sq	7.10am	Epsom Rd	4.33pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from City (Railway Square), afternoons from Rosebery (Epsom Rd) to City (Circular Quay)).

Route 346

BONDI JUNCTION – BUNNERONG POWER HOUSE (INDUSTRIAL) ■

(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)

Timeline

15 November 1943: Renumbered from 40 [1925 route number]. Operated by Department of Road Transport & Tramways.

23 June 1957: Renumbered 046 as part of the renumbering of industrial routes into the 001-099 series.

Route 346

CITY (Circular Quay) – ROSEBERY (Joynton Av) ■

Timeline

24 June 1957:

- Afternoon peak hour service, supplementary to 343, commenced by Department of Government Transport, as part of replacement of Circular Quay – Rosebery tram service by buses.
- At least by 21 July 1958, trips ran from Rosebery (Joynton Av) in afternoon only.

9 February 1987: Renumbered part of 343.

Streets

Rosebery (Joynton Av) – City (Circular Quay)

Did trips run from City (Circular Quay) or only from Rosebery (Joynton Av)?

From 23 June 1957

From City (Circular Quay) (No 2 Jetty) via Circular Quay East, Macquarie St, Martin Pl, Elizabeth St (**Waterloo**) to Joynton Av (**Rosebery**).

Alteration

(Probably from) 29 September 1957: From Circular Quay (Alfred St at Pitt St) via Pitt St, Goulburn St, Elizabeth St. Return from Elizabeth St via Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City)

Timetable Summary

October 1966

See 344

Route 347

ST PETERS – ALEXANDRIA (De Havillands No 2 & Snowy River Commission) (INDUSTRIAL) ■

Timeline

11 January 1943: Peak hour service, St Peters – Alexandria (Allied Works Council, O’Riordan St), commenced by Department of Road Transport & Tramways.

23 June 1957: Renumbered 047 as part of the renumbering of industrial routes into the 001-099 series.

Route 347

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

Timeline

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

27 February 1961: City terminus altered to Railway Square.

9 February 1987: Renumbered 343.

Streets

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

From 23 June 1957 (based on October 1966 timetable)

From City (Eddy Av, Central Railway) via Eddy Av, Elizabeth St (Waterloo), Joynton Av (Zetland), Rothschild Av (Rosebery), Harcourt Pde, Botany Rd, Gardeners Rd to Nine Ways (Kingsford). Reverse on return

City (Railway Square) – Rosebery – Kingsford

Alterations

- *From 27 February 1961:* Extended in the City from Eddy Av, Central Railway via Pitt St to Railway Square. Reverse on return.
- *By August 1970:* Ex Kingsford from Joynton Av via Elizabeth St, Redfern St, Chalmers St, Randle St, Elizabeth St, Hay St, Castlereagh St. Unaltered on return.
- *By 28 January 1981:* Ex Kingsford from Chalmers St via Elizabeth St. Unaltered on return.

Timetable Summary

See 344

February 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Rosebery-Kingsford	26	M-F	Railway Sq	6.46am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from City (Railway Square) only).

Route 348

ST PETERS – ALEXANDRIA (Campbell St/Burrows Rd) (INDUSTRIAL) ■

Timeline

19 July 1943: Peak hour service commenced by Department of Road Transport & Tramways.

After 26 May 1951: Still listed on DRTT route list of that date (when ceased?).

Route 348

REDFERN – MASCOT (various termini) (INDUSTRIAL) ■

Timeline

2 October 1951: Peak hour service Redfern – Mascot (O’Riordan St/Gardeners Rd) commenced by Department of Road Transport & Tramways.

8 October 1951: Extended in Mascot from O’Riordan St/Gardeners Rd to Gillespie Av.

4 April 1952: Ceased when tram staff situation improved.

Route 348

REDFERN – MASCOT (Gillespie Av) (INDUSTRIAL) ■

REDFERN – SURREY HILLS (Marlborough St) (INDUSTRIAL) ■

(Gillespie Av is in current Alexandria.)

Timeline

12 October 1953: Peak hour service commenced by Department of Government Transport.

24 October 1960: Replaced by 009.

Route 348

CITY (various termini, Central Railway area) – ROSEBERY (Crewe Pl)■

Timeline

24 June 1957: Peak hour service, supplementary to 343, commenced by Department of Government Transport, as part of replacement of Circular Quay – Rosebery tram service by buses.

27 February 1961: Extended at Central Railway from Eddy Av to Railway Square.

15 May 1984: Inward afternoon peak hour express trip commenced.

9 February 1987: Renumbered 343.

Streets

City (Eddy Av, Central Railway) – Rosebery (Crewe Pl)

From 23 June 1957

From City (Eddy Av, Central Railway) via Eddy Av, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av to Crewe Pl (Rosebery). Reverse on return.

City (Railway Square) – Rosebery (Crewe Pl)

Alteration

From 27 February 1961: Extended from Eddy Av, Central Railway via Pitt St to Railway Square. Reverse on return.

Timetable Summary

October 1966

See 344

Route 348

BONDI JUNCTION – ALEXANDRIA – WOLLI CREEK

Timeline

23 June 2002:

- Peak hour service Bondi Junction – Alexandria (Euston Rd) renumbered from 048 as a result of “Better Buses” Eastern Suburbs service review.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 9.

26 April 2009:

- Extended to run Bondi Junction – Alexandria – Wolli Creek.
- Rerouted via University of NSW.
- Hours of service increased to weekday daytime.
- Shared Bondi Junction – Kensington with 400 (& until 3 September 2018) 410.

26 October 2014: Times of service increased to daily daytime.

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

- Transferred to Transit Systems.
- Times of service extended to full time.
- Became part of Contract Region 6.

5 December 2021: Curtailed to run Randwick (Prince of Wales Hospital) – Wolli Creek, as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.

Streets

Bondi Junction – Alexandria (Euston Rd)

From 23 June 2002

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St (**Randwick**), Alison Rd, Dacey Av (**Moore Park**), Lachlan St, Bourke St (**Waterloo**), O’Dea Av, Joynton Av (**Zetland**), Epsom Rd, Rothschild Av (**Rosebery**), Queen St, Botany Rd, Collins St (**Beaconsfield**), Bourke Rd, Huntley St to Euston Rd (Alexandria). Reverse on return.

Bondi Junction – Alexandria – Wolli Creek

From 26 April 2009

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St (**Randwick**), Alison Rd, Botany St, High St, Anzac Pde (**Kensington**), Todman Av, O’Dea Av, Joynton Av (**Zetland**), Epsom Rd, Rothschild Av (**Rosebery**), Queen St, Botany Rd, Collins St (**Beaconsfield**), Bourke Rd, Huntley St (**Alexandria**), Sydney Park Rd, Princes Hwy (**St Peters, Tempe**), Brodie Spark Dr, Arncliffe St, Guess Av, Mt Olympus Blvd, Magdalene Tce to Wolli Creek Station.

From Wolli Creek (Magdalene Tce at Station) via Magdalene Tce, Brodie Spark Dr, then reverse route to Bondi Junction Interchange.

Alterations

- **By 5 June 2016:** Approached Wolli Creek from Mt Olympus Blvd via Spark La, Discovery Point Pl to Wolli Creek Station. Return via Discovery Point Pl, Brodie Spark Dr.
- **From 31 March 2017 (due to light rail construction works in Randwick):** Ex Bondi Junction from Frenchmans Rd via Cowper St, Cook St, Belmore Rd, Arthur St, Botany St. Ex Wolli Creek from Anzac Pde via Barker St, Avoca St, Frenchmans Rd.
- **From 23 August 2020 (following completion of light rail construction works):** Ex Bondi Junction from Cowper St via Cook St, Belmore Rd, Arthur St, Clara St, High St. Reverse on return.

Randwick (Prince of Wales Hospital) – Wolli Creek

From 5 December 2021

From Randwick (Prince of Wales Hospital) (Barker St) via Avoca St, Belmore Rd, Arthur St, Clara St, High St, Anzac Pde (**Kensington**), Todman Av, O’Dea Av, Bourke St, Botany Rd (**Green Square**), Collins St (**Beaconsfield**), Bourke Rd, Huntley St (**Alexandria**), Sydney Park Rd, King St, Princes Hwy (**St Peters, Tempe**), Brodie Spark Dr, Arncliffe St, Guess Av, Mt Olympus Blvd, Spark La, Discovery Point Pl to Wolli Creek Station.

From Wolli Creek (Discovery Point Pl at Station) via Brodie Spark Dr, then reverse route to Randwick

Timetable Summary

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Alexandria (Euston Rd)	33	M-F	Bondi Junction	6.20am	Euston Rd	5.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Bondi Junction, afternoons from Alexandria (Euston Rd)).

26 April 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Wolli Creek	46	M-F	Bondi Junction	6.29am	Bondi Junction	6.24pm	30	
		Sat						
		Sun						

26 October 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Wolli Creek	46	M-F	Wolli Creek	6.01am	Bondi Junction	8.24pm	30	
		Sat	Bondi Junction	7.46am	Wolli Creek	6.35pm	30	
		Sun	Wolli Creek	8.50am		5.10pm	60	

1 July 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Wolli Creek	53	M-F	Wolli Creek	6.06am	Bondi Junction	10.05pm	30*	
		Sat		7.25am		10.04pm	30	
		Sun		8.50am		8.04pm	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		
Randwick (Prince of Wales Hospital)-Wolli Creek	47	M-F	Wolli Creek	5.20am	PoW Hospital	10.42pm	30*	
		Sat		6.58am		10.12pm	30	
		Sun	PoW Hospital	8.42am	Wolli Creek	8.28pm	30	A

* More frequent in peak hours.

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

8 December 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Randwick (Prince of Wales Hospital)-Wolli Creek	47	M-F	Wolli Creek	5.49am	PoW Hospital	10.00pm	30*	A
		Sat		7.21am		10.00pm	30	
		Sun		8.17am		9.00pm	30	

* More frequent in peak hours.

A – Additional trips: morning from Green Square to Prince of Wales Hospital, evening Prince of Wales Hospital Green Square to Green Square.

Route 349

BONDI JUNCTION – RANDWICK – PAGEWOOD (General Motors Holdens Ltd) **(INDUSTRIAL) ■**

Timeline

4 January 1944: Peak hour service commenced by Department of Road Transport & Tramways.

23 June 1957: Renumbered 049 as part of the renumbering of industrial routes into the 001-099 series.

Route 349

CITY (Railway Square) – ZETLAND/ROSEBERY (Epsom Rd) ■

Timeline

- Afternoon peak hour service, Zetland – City (Central Railway), supplementary to 343, commenced by Department of Government Transport, as part of replacement of Circular Quay – Rosebery tram service by buses.
- At least by 21 July 1958, trips ran in afternoon only.

By October 1966: Altered to run City (Railway Square) – Rosebery (Epsom Rd) (limited morning peak hour service).

9 February 1987: Renumbered 345.

Streets

City (Eddy Av, Central Railway) – Zetland

From 23 June 1957

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

Reverse on return.

City (Railway Square) – Rosebery (Crewe Pl)

Alteration

From 27 February 1961: Extended from Eddy Av, Central Railway via Pitt St to Railway Square. Reverse on return.

City (Railway Square) – Rosebery (Epsom Rd)

From October 1966

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St (**Waterloo**), (?) to Epsom Rd (Rosebery).

Timetable Summary

See 344