



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 350 – 374

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 350 – 374

350	Leichhardt-Botany
350	Central-Rosebery
350	Kings Cross-Sydney Airport
350	Bondi Jun-Sydney Airport
351	Sydenham-Botany
351	St Peters-Alexandria
351	Redfern-Kingsford
351	North Bondi-Sydney Airport
352	Leichhardt-Bunnerong PH
352	Glebe Point-Sydney Airport
352	Bondi Jun-Marrickville Metro
353	Leichhardt-Pagewood
353	Bondi Jun-Sydney Airport
354	Leichhardt-Mascot
355	Sydenham-Pagewood
355	Bondi Jun-Marrickville Metro
356	Sydenham-Bunnerong Power
356	Bondi Junction-Eastgardens
357	Bondi Junction-Pagewood
357	Maroubra-Randwick
357	Maroubra Jun-Pagewood, etc

357	Sydenham-Bondi Junction
357	Bondi Junction-Mascot
358	Bondi Junction-Sydenham
358	Pagewood-Double Bay, etc
359	Bondi Junction-Rosebery
359	Pagewood-Rose Bay, etc
360	Leichhardt-Botany
360	Eastern Sightseer
360	Central-Dover Heights
360	Bondi Junction-Clovelly
361	City-North Bondi
361	Bondi Junction-South Bondi
362	City-Dover Heights
362	Rose Bay-Bondi Bch-Coogee
363	Central-Dover Heights
364	North Bondi-Sydney Airport
365	City-Mascot, etc
365	Central-Bondi Beach
366	St Peters-Rosebery
366	Edgecliff-Bondi Beach
367	Bondi Junction-Mascot

367	City-Alexandria
367	Sydenham-Bondi Junction
368	City-Matraville
369	City-Darling Point, etc
370	Double Bay-Bondi Beach
370	City-Daceyville
370	City-Coogee
370	Leichhardt-Coogee, etc
371	Central-Maroubra Beach
371	City-Randwick
372	Central-Coogee
373	Coogee-Sydney Airport
373	City-Coogee via The Spot
373X	City-Coogee via The Spot
L73	City-Coogee via The Spot
X73	City-Coogee via The Spot
374	City-Coogee via Bream St
374X	City-Coogee via Bream St
X74	City-Coogee via Bream St

Route 350

LEICHHARDT (Norton St) – SYDENHAM – BOTANY (Munitions Store, Lord St) (INDUSTRIAL) ■

Timeline

15 November 1943:

- Sydenham – Botany (Munitions Store, Lord St) renumbered from 41.
- Operated by Department of Road Transport & Tramways.

By 1951: Extended to run Leichhardt (Norton St) – Sydenham – Botany (Munitions Store, Lord St).

19 August 1949: Curtailed to run Sydenham – Botany (Munitions Store, Lord St).

23 June 1957: Renumbered 050 as part of the renumbering of industrial routes into the 001-099 series.

Route 350

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

Timeline

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

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

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

9 February 1987: Renumbered 343.

Streets

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

From 23 June 1957 (based on October 1966 timetable)

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

City (Railway Square) – Rosebery (Joynton Av)

Alteration

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

Timetable Summary

See 344

Route 350

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

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

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

Timeline

28 October 1990:

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

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

3 February 2002: Replaced by extended 300.

Streets

From 28 October 1990

From Elizabeth Bay (Elizabeth Bay Rd at end) via Elizabeth Bay Rd, Greenknowe Av, Macleay St (Kings Cross), Darlinghurst Rd, William St, Bourke St, Oxford St, Liverpool St, Elizabeth St, Hay St, Pitt St, Eddy Av (Central

Railway), Elizabeth St, Bourke St, O’Riordan St, Sir Reginald Ansett Dr, Tenth St, Keith Smith Av (**Domestic Terminals**), Shiers Av, Qantas Dr, Airport Dr to International Terminal (Sydney Airport).

From Sydney Airport (International Terminal) via Airport Dr, Qantas Dr, Ninth Av, Keith Smith Av (**Domestic Terminals**), Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, Bourke St, Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Liverpool St, Oxford St, Crown St, William St, then reverse route to Elizabeth Bay.

Alterations

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

Timetable Summary

See 300

Route 350

BONDI JUNCTION – COOGEE – MAROUBRA – SYDNEY AIRPORT (Domestic Terminal)

Timeline

5 December 2021:

- Full time service commenced as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- Replaced 353, 400 & 400N.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 9.

3 April 2022: Transferred to John Holland (NSW) Pty Ltd, trading as Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

From 5 December 2021

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Fern St, Arden St (**Coogee**), Malabar Rd (**South Coogee**), Torrington Rd, Marine Pde (**Maroubra Beach**), Fitzgerald Av, Anzac Pde (**Maroubra Junction**), Maroubra Rd, Bunnerong Rd, Westfield Dr, **Eastgardens** bus terminal, Wentworth Rd, Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av, Botany Rd, Coward St, Bourke Rd (**Mascot**), O’Riordan St, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av to Domestic Terminal (Sydney Airport).

From Sydney Airport (Domestic Terminal) (Shiers Av) via Shiers Av, Seventh St, Robey St, O’Riordan St, then reverse route to Wentworth Av (approaching Eastgardens shops), then Bunnerong Rd, then reverse route to Bondi Junction.

Timetable Summary

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Sydney Airport (Domestic Terminal)	Fr B Jun 54M 59A	M-F	Bondi Junction	4.15amA	Domestic Term	12.43amB	C	
					Mascot Station	3.38amB		
		Sat		4.15amA	Domestic Term	12.43amB	C	
					Mascot Station	3.38amB		
		Sun		4.15amA	Domestic Term	12.43amB	C	
					Mascot Station	3.38amB		

A – To Sydney Airport (Domestic Terminal).

B – To Bondi Junction.

C – Day, Bondi Junction-Sydney Airport (Domestic Terminal) 10. Night, Bondi Junction-Sydney Airport (Domestic Terminal). Midnight-to-dawn, Bondi Junction-Mascot Station. Service continuous, Monday-Sunday, Bondi Junction-Mascot Station.

M – To Mascot Station.

Route 351

SYDENHAM – BOTANY (DeHavillands Aircraft, McFadyen St) (INDUSTRIAL) ■

Timeline

20 March 1943: Peak hour service commenced by Department of Road Transport & Tramways.

8 February 1945: Ceased.

Route 351

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

Timeline

26 January 1946: Peak hour service commenced by Department of Road Transport & Tramways.

24 June 1957: Renumbered 051 as part of the renumbering of industrial routes into the 001-099 series.

Route 351

REDFERN – KINGSFORD via Gardeners Rd ■

Timeline

24 June 1957: Peak hour service commenced by Department of Government Transport, as part of the replacement of the Circular Quay – Daceyville via Waterloo tram service by buses. This bus route was required as the main replacement bus service (343) for the Circular Quay – Daceyville via Waterloo tram service did not run via Redfern.

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

Other routes provided service with transfers.

Streets

From 24 June 1957 (based on October 1966 timetable)

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

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

Timetable Summary

October 1966

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

Ph – Peak hours only (both directions).

18 October 1987

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

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

Route 351

NORTH BONDI – COOGEE – SYDNEY AIRPORT (International Terminal)■

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

Timeline

28 September 1998: Full time service commenced by State Transit Authority of NSW.

9 January 2000: Ceased. Partly replaced by 353.

Streets

From 28 September 1998

From North Bondi (Brighton Blvd) via Campbell Pde, Beach Rd, Gould St, Curlewis St, Campbell Pde (**Bondi Beach**), Bondi Rd, Dudley St, Fletcher St, Alexander St, Gaerloch Av, Dellview St, Pacific Av, Tamarama Marine Dr (**Tamarama**), Bronte Marine Dr, Bayview St, Hewlett St (**Waverley**), Murray St, Bronte Rd, Leichhardt St, Macpherson St, Arden St (**Coogee**), Havelock Av, Carr St, Dudley St, St Pauls St, Perouse Rd, Cuthill St, Avoca St (**Randwick**), High St, Anzac Pde (**Kingsford**), Gardeners Rd, O’Riordan St (**Mascot**), Sir Reginal Ansett Dr, Tenth St, Keith Smith Av (**Domestic Terminals**), Shiers Av, Qantas Dr, Airport Dr to International Terminal (Sydney Airport).

From Sydney Airport (International Terminal) via Airport Dr, Qantas Dr, Ninth Av, Keith Smith Av, Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, Bourke Rd, Coward St, O’Riordan St, Gardeners Rd, Anzac Pde, High St, Belmore Rd, Perouse Rd, St Pauls St, Dudley St, Carr St, Arden St, then reverse route to Dellview St, then Fletcher St, Dudley St, Bondi Rd, Campbell Pde, Beach Rd, Gould St, Curlewis St, Campbell Pde, Brighton Blvd (North Bondi).

Timetable Summary

28 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Sydney Airport (International Terminal)	55	M-F	North Bondi	5.00am	Internat’l Term	8.50pm	30	
		Sat		5.05am		9.00pm	30	
		Sun		5.05am		9.00pm	30	

Route 352

BONDI JUNCTION – BOTANY (De Havillands Aircraft, McFadyen St) (INDUSTRIAL) ■

Timeline

20 March 1943: Peak hour service commenced by Department of Road Transport & Tramways.

8 February 1945: Ceased.

Route 352

LEICHHARDT (Norton St) – SYDENHAM – BUNNERONG POWER HOUSE via Botany Rd (INDUSTRIAL) ■

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

Timeline

19 September 1947: Peak hour service commenced by Department of Road Transport & Tramways, as a combination of 342 & 356.

24 June 1957: Renumbered 052 as part of the renumbering of industrial routes into the 001-099 series.

Route 352

GLEBE POINT – DARLING HARBOUR – SYDNEY AIRPORT (International Terminal)■

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

Timeline

28 September 1998:

- Full time service commenced by State Transit Authority of NSW.
- Shared route between Central Railway & Sydney Airport with 300 & 350.

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

Streets

From 28 September 1998

From Glebe Point (Federal Rd at Northcote Rd) via Northcote Rd, Eglinton Rd, Glebe Point Rd, Bridge Rd, Pyrmont Bridge Rd, Union St, Pirrama Rd, Jones Bay Rd (**Pyrmont**), Pyrmont St, Pyrmont Bridge Rd, Union St, Murray St to Novotel Darling Harbour Hotel (**Darling Harbour**), then Murray St, Darling Dr, Exhibition Place, Darling Dr, Ultimo Rd (**Haymarket**), George St, Rawson Pl, Eddy Av (**Central Railway**), Elizabeth St, Bourke St, O’Riordan St (**Mascot**), Sir Reginald Ansett Dr, Tenth St, Keith Smith Av (**Domestic Terminals**), Shiers Av, Qantas Dr, Airport Dr to International Terminal (Sydney Airport).

From Sydney Airport (International Terminal) via Airport Dr, Qantas Dr, Ninth Av, Keith Smith Av (**Domestic Terminals**), Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, Bourke Rd, Coward St, O’Riordan St, Bourke St, Elizabeth St, Redfern St, Chalmers St, Eddy Av, Rawson Pl, George St, Ultimo Rd, Darling Dr, Exhibition Place, Darling Dr, Murray St to Novotel Darling Harbour Hotel, then Murray St, Pirrama Rd, Jones Bay Rd, Pyrmont St, Pyrmont Bridge Rd, Bridge Rd, Glebe Point Rd, Federal Rd to Northcote Rd (Glebe Point).

Timetable Summary

28 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Glebe Point-Sydney Airport (International Terminal)	45	M-F	Glebe Point	5.51am	Internat’l Term	9.15pm	30	
		Sat		5.48am		9.15pm	30	
		Sun		5.48am		9.15pm	30	

Route 352

BONDI JUNCTION – SURRY HILLS – MARRICKVILLE METRO

Timeline

23 June 2002: Weekday daytime service commenced by State Transit Authority of NSW as a result of “Better Buses” Eastern Suburbs service review. [Part of Contract Region 9.](#)

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

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 23 June 2002

From Bondi Junction (Interchange) via Newland St, Oxford St (**Paddington, Darlinghurst**), Pelican St, Goulburn St, Riley St, Campbell St, Crown St (**Surry Hills**), Cleveland St (**Redfern**), City Rd (**Newtown**), King St, Alice St, Edgeware Rd, Edinburgh Rd, Smidmore St to Marrickville Metro entrance.

From Marrickville Metro (Smidmore St entrance) via Murray St, Edinburgh Rd, then reverse route to Crown St, then Oxford St, then reverse route to Bondi Junction.

Alteration

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

Timetable Summary

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Marrickville Metro	46	M-F	Bondi Junction	6.55am	M'ville Metro	6.45pm	30	
		Sat						
		Sun						

27 June 2014

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

Route 353

LEICHHARDT (Norton St) – SYDENHAM – PAGEWOOD (Holdens & Naval Stores)
(INDUSTRIAL) ■

Timeline

Unnumbered period 1941-43

5 September 1941: Unnumbered peak hour service commenced by Department of Road Transport & Tramways.

2 March 1943: Numbered 353.

24 June 1957: Renumbered 053 as part of the renumbering of industrial routes into the 001-099 series.

Route 353

BONDI JUNCTION – COOGEE – EASTGARDENS – SYDNEY AIRPORT (International Terminal) ■

Timeline

9 January 2000: Daily daytime service, North Bondi – Coogee – Sydney Airport (International Terminal), commenced by State Transit Authority of NSW, largely replacing ceased 351.

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

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

1 January 2005: Became part of Contract Region 9.

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

Streets

Bondi Junction – Eastgardens – Sydney Airport (International Terminal)

From 9 January 2000

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

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

Bondi Junction – Eastgardens

From 23 June 2002

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

Timetable Summary

9 January 2000

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

23 June 2002

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

* More frequent in peak hours.

Route 354

LEICHHARDT (Norton St) – SYDENHAM – MASCOT (Botany Rd/Gardeners Rd)
(INDUSTRIAL) ■

Timeline

29 May 1944: Peak hour service commenced by Department of Road Transport & Tramways.

24 June 1957: Renumbered 054 as part of the renumbering of industrial routes into the 001-099 series.

Route 355

SYDENHAM – PAGEWOOD (Naval Stores) (INDUSTRIAL) ■

Timeline

20 March 1943: Peak hour service commenced by Department of Road Transport & Tramways.

26 May 1951: Ceased.

Route 355

BONDI JUNCTION – ALEXANDRIA – NEWTOWN – MARRICKVILLE METRO

Timeline

3 December 1990: Weekday daytime service, Bondi Junction – Newtown, renumbered from 455. Operated by State Transit Authority of NSW.

22 October 1995:

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

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

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

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

Bondi Junction – Newtown

From 3 December 1990

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

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

Bondi Junction – Marrickville Metro

From 22 October 1995

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

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

Alterations

- **By 6 April 1997:** Ex Bondi Junction from Phillip St via Elizabeth St, Wellington St, Pitt St, Raglan St, George St, Wellington St, Botany Rd. Reverse on return.
- **By 6 April 1997:** From Marrickville Metro (Smidmore St entrance) via Murray St, Edinburgh Rd, Enmore Rd.
- **8 November 1999** (night trips terminating at Fox Studios): Ex Bondi Junction from Lang Rd via Errol Flynn Blvd to Peter Finch Av. Reverse on return.
- **By 24 June 2001:** Ex Bondi Junction from Cleveland St via Bourke St, Phillip St. Return from Phillip St via Baptist St, Cleveland St.
- **By 24 June 2001:** Ex Marrickville Metro from McEvoy St via Wyndham St, Buckland St, Wellington St, George St.
- **From 23 June 2002:** Ex Bondi Junction from Cleveland St via Baptist St (**Redfern**), Phillip St. Return from Phillip St via Baptist St, Crown St, Devonshire St, Bourke St, Cleveland St.
- **By 4 October 2015:** Ex Bondi Junction from Cleveland St via Elizabeth St, Wellington St, Pitt St. Return from Pitt St via Wellington St, Elizabeth St, Redfern St, Chalmers St, Cleveland St.
- **By 5 December 2021:** Approached Marrickville Metro from Edinburgh Rd to Murray St. Reverse on return.
- **From 5 December 2021:** Ex Bondi Junction from Raglan St via Botany Rd, McEvoy St. Return from McEvoy St via Wyndham St, Henderson Rd, Raglan St.

Timetable Summary

3 December 1990

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

* More frequent in peak hours.

22 October 1995

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

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

B – To Bondi Junction.

M – To Marrickville Metro.

6 April 1997

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

8 November 1999

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

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

B – To Bondi Junction.

F – To Fox Studios.

M – To Marrickville Metro.

24 June 2001

Same as 6 April 1997.

Route 356

SYDENHAM – BUNNERONG POWER HOUSE via Botany Rd (INDUSTRIAL) ■

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

Timeline

20 March 1943: Peak hour service commenced by Department of Road Transport & Tramways.

After 9 June 1951: Ceased.

Route 356

BONDI JUNCTION – RANDWICK – EASTGARDENS (LIMITED STOPS) ■

Timeline

18 October 1987: Limited stop peak hour service commenced by Urban Transit Authority of NSW.

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

Streets

From 18 October 1987

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

Timetable Summary

18 October 1987

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

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

Route 356

BONDI JUNCTION – RANDWICK – EASTGARDENS (Tingwell Blvd)

Timeline

5 December 2021:

- Full time service commenced by State Transit Authority of NSW as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- Replaced parts of 316, 317 & 357.
- Part of Contract Region 9.

3 April 2022: Transferred to John Holland (NSW) Pty Ltd, trading as Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

From 5 December 2021

From Bondi Junction (Interchange) via Newland St, Birrell St, Bourke St, Queens Park Rd (**Queens Park**), York Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Bundock St, Elphinstone St (**South Coogee**), Moverly Rd, Garden St, Storey St, Flower St, Maroubra Rd (**Maroubra Junction**), Bunnerong Rd, Westfield Dr, Eastgardens bus terminal, Wentworth Av, Bunnerong Rd, Tingwell Blvd to Studio Dr (Eastgardens).

From Eastgardens (Tingwell Blvd) (at Studio Dr) via Banks Av, Wentworth Av, Bunnerong Rd, then reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Bondi Junction Interchange.

Timetable Summary

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Eastgardens (Tingwell Blvd)	Fr B Jun 38E 42T	M-F	Eastgardens†	5.41amB	Tingwell Blvd	4.49pmB	A	
			Bondi Junction	8.36amT	Bondi Junction	11.16pmE		
		Sat	Eastgardens†	5.41amB	Tingwell Blvd	5.08pmB	C	
			Bondi Junction	9.16amT	Bondi Junction	11.19pmE		
		Sun	Eastgardens†	6.39amB	Tingwell Blvd	4.08pmB	C	
			Bondi Junction	9.28amT	Bondi Junction	10.16pmE		

† Eastgardens (bus terminal).

A – Peak hours & night, Bondi Junction-Eastgardens (bus terminal). Day, Bondi Junction-Eastgardens (Tingwell Blvd) 20).

B – To Bondi Junction.

C – Early morning & night, Bondi Junction-Eastgardens (bus terminal). Day, Bondi Junction-Eastgardens (Tingwell Blvd) 20).

E – To Eastgardens (bus terminal).

T – To Eastgardens (Tingwell Blvd).

29 April 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Eastgardens (Tingwell Blvd)	Fr B Jun 42E 45T	M-F	Eastgardens†	5.41amB	Tingwell Blvd	2.37pmB	A	
			Bondi Junction	8.36amT	Bondi Junction	11.16pmE		
		Sat	Eastgardens†	5.42amB	Tingwell Blvd	4.46pmB	C	
			Bondi Junction	9.16amT	Bondi Junction	11.16pmE		
		Sun	Eastgardens†	6.41amB		4.36pmT	C	
			Tingwell Blvd	10.02amB		10.16pmE		

† Eastgardens (bus terminal).

A – Peak hours & night, Bondi Junction-Eastgardens (bus terminal). Day, Bondi Junction-Eastgardens (bus terminal) 20, Bondi Junction-Eastgardens (Tingwell Blvd) 40.

B – To Bondi Junction.

C – Early morning & night, Bondi Junction-Eastgardens (bus terminal). Day, Bondi Junction-Eastgardens (bus terminal) 20, Bondi Junction-Eastgardens (Tingwell Blvd) 40.

E – To Eastgardens (bus terminal).

T – To Eastgardens (Tingwell Blvd).

Route 357

BONDI JUNCTION – PAGEWOOD (Naval Stores, Fitzgerald Av) (INDUSTRIAL) ■

Timeline

18 February 1946: Peak hour service commenced by Department of Road Transport & Tramways.

After 10 August 1952 (between February 1957 & February 1962?): Ceased.

Route 357

MAROUBRA (Fitzgerald Av) – RANDWICK Tram Workshops (INDUSTRIAL) ■

Timeline

(?): Peak hour service commenced by Department of Road Transport & Tramways.

7 November 1960: Renumbered 007, as part of the renumbering of industrial routes into the 001-099 series.

Route 357

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

MAROUBRA JUNCTION – PAGEWOOD (Walsh Av) ■

Timeline

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

- Maroubra Junction – Pagewood (Walsh Av)
- Maroubra Junction – Maroubra (Flower & Storey Sts Loop). These trips were numbered 317 if continuing afterwards as a 317 trip to South Maroubra, or 357 if continuing afterwards as a 357 trip to Pagewood (Walsh Av).

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

Streets

From 13 September 1966

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

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

Maroubra (Flower & Storey Sts) Loop: From Maroubra Junction (Maroubra Rd at Anzac Pde) via Maroubra Rd, Flower St, Storey St, Anzac Pde to Maroubra Rd (Maroubra Junction).

Timetable Summary

13 September 1966

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

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

Route 357

SYDENHAM – KINGSFORD – BONDI JUNCTION

Timeline

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

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

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

1 January 2005: Became part of Contract Region 9.

20 October 2013: Amalgamated with 418 as 418, Bondi Junction – Kingsford – Sydenham – Hurlstone Park – Burwood.

Streets

From 3 November 1986

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

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

Alterations

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

From 26 April 2009

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

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

Timetable Summary

See 358

Route 357

BONDI JUNCTION – KINGSFORD – MASCOT ■

Timeline

30 September 2018:

- 418 Bondi Junction – Sydenham – Burwood (operated by Transit Systems) split into:
 - 357 Bondi Junction – Mascot (transferred to State Transit Authority of NSW)
 - 418 Kingsford – Burwood (retained by Transit Systems).
- 357 & 418 share Kingsford – Mascot.
- 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. Replaced by 350 (Contract Region 9) & 358 (Contract Region 6).

Streets

From 30 September 2018

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

Timetable Summary

30 September 2018

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

* More frequent in peak hours.

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

Route 358

BONDI JUNCTION – SYDENHAM (INDUSTRIAL) ■

Timeline

7 September 1942:

- Peak hour service commenced by Department of Road Transport & Tramways.
- Part of route possibly originally numbered 345

(?): Numbered 358 throughout.

21 July 1952: Replaced by new 367.

Route 358

PAGEWOOD – BONDI JUNCTION – DOUBLE BAY ■

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

Also:

- **Possibly some industrial trips (early 1950s)**

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

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

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

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

Timeline

12 May 1940:

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

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

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

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

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

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

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

19 February 1989:

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

Streets

Pagewood (Bunnerong Rd) – Double Bay

From 17 August 1941

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

Alteration

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

Pagewood Depot – Double Bay

Alteration

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

By April 1967

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

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

Alterations

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

Pagewood (Bunnerong Rd) – Double Bay

Alteration

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

Eastgardens – Double Bay

Alteration

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

Timetable Summary

17 August 1941

Pagewood – Bondi Junction routes

358, 359

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

B – To Bondi Junction.

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

D – To Double Bay.

P – To Pagewood.

21 July 1952

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

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

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

B – To Bondi Junction.

S – To Sydenham.

12 November 1956

Pagewood – Bondi Junction routes

358, 359

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

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

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

B – To Bondi Junction.

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

D – To Double Bay.

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

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

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

P – To Pagewood Depot.

April 1967

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

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

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

Ph – Peak hours only (both directions).

July 1978

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

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

Average day frequencies along common route:

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

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

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

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

Ph – Peak hours only (both directions).

5 August 1990

Kingsford – Bondi Junction routes

357, 359

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

* More frequent in peak hours.

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

Ph – Peak hours only (both directions).

23 June 2002

Kingsford (Barker St) – Bondi Junction routes

357, 359

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

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

B – To Bondi Junction.

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

E – To Eastlakes.

S – To Sydenham.

Route 358

SYDENHAM – MASCOT – RANDWICK

Timeline

5 December 2021:

- Commenced by Transit Systems as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- Replaced parts of 357 & 418.
- Part of Contract Region 6.

Streets

From 5 December 2021

From Sydenham (Railway Pde at Station) via railway bridge, Gleeson St, Railway Rd, Princes Hwy, Canal Rd (**St Peters**), Ricketty St, Kent Rd, Coward St, Bourke St (**Mascot**), Gardeners Rd (**Rosebery**), Rainbow St (**Kingsford**), Avoca St, Belmore Rd (**Randwick**), Arthur St, Clara St, Botany St, Barker St, Avoca St, then reverse route to Railway Rd, then Burrows Av to Sydenham Station

Timetable Summary

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Randwick	71 round trip	M-F	Sydenham	5.05pm	Randwick	12.30am	20*	
		Sat		5.05pm		12.30am	20	
		Sun		5.05pm		12.30am	20	

* More frequent in peak hours.

Route 359

PAGEWOOD – BONDI JUNCTION – ROSE BAY ■

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

Also:

- **Possibly some industrial trips (early 1950s)**

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

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

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

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

Timeline

12 May 1940:

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

27 September 1942: Sunday service commenced.

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

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

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

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

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

5 August 1990:

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

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

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

1 January 2005: Became part of Contract Region 9.

26 April 2009:

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

Streets

Pagewood (Bunnerong Rd) – Rose Bay

From 17 August 1941

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

Pagewood Depot – Rose Bay

Alteration

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

By April 1967

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

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

Alterations

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

Pagewood (Bunnerong Rd) – Rose Bay

Alteration

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

Eastgardens – Rose Bay

Alteration

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

Eastgardens – Bondi Junction

From 5 August 1990

From Eastgardens (bus terminal) via Bunnerong Rd, Maroubra Rd (**Maroubra Junction**), Garden St, Storey St, Cooper St, Moverley Rd, Anzac Pde, Avoca St, Rainbow St, Anzac Pde (**Kingsford**), Meeks St, Kennedy St, Barker St, Botany St, Arthur St, Belmore Rd (**Randwick**), Alison Rd, Avoca St, Stanley St, Monmouth St, Earl St, Avoca St, York Rd, Queens Park Rd (**Queens Park**), Bourke St, Birrell St, Newland St, Ebley St, Bronte Rd, Grosvenor St, Bondi Junction Interchange. Reverse on return.

Alterations

- *By 22 November 1992:* Ex Eastgardens from Botany St via High St, Clara St, Arthur St, Belmore Rd, Alison Rd. Reverse on return.
- *From 19 November 1995:* Ex Eastgardens from Botany St via Alison Rd. Reverse on return.

From 23 June 2002

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

Alteration

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

Timetable Summary

See 358

Route 359

BONDI JUNCTION – ROSEBERY (Westinghouse, Gardeners Rd/Dunning Av)
(INDUSTRIAL) ■

Timeline

18 January 1943: Peak hour service commenced by Department of Road Transport & Tramways.

(?): Ceased.

Route 360

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

Timeline

12 May 1940:

- Full time service, City (Eddy Av, Central Railway) – Dover Heights, renumbered from part of 160 as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Supplemented by 363.
- Operated by Department of Road Transport & Tramways.

27 September 1942: Due to wartime conditions:

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

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

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

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

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

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

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

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

14 June 1960:

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

25 June 1979: 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 – North Bondi replaced by 389.

Streets

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

Circa 1946

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Queen St, Nelson St, Oxford St (**Paddington, Bondi Junction**), Old South Head Rd, O'Brien St,

Glenayr Av, Murriverie Rd, Wairoa Av, Blair St, Military Rd, Lancaster Rd, Peel St [part now Military Rd], Kimberley St [now Military Rd] to Old South Head Rd (Dover Heights).

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

By March 1967

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

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

Timetable Summary

23 October 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Dover Heights (Military Rd)	44	M-F	Military Rd	5.29am	Eddy Av	11.57pm	20*	A
		Sat		5.29am		11.57pm	B	
		Sun		6.49am		11.57pm	AM 20 PM 15	

* More frequent in peak hours.

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

B – Morning, City (Eddy Av, Central Railway)-Dover Heights (Military Rd) 15, plus additional Bondi Junction-Dover Heights (Lancaster Rd) 15. Afternoon, City (Eddy Av, Central Railway)-Dover Heights (Military Rd) 20. Plus short-working/s before first trip & after last trip shown.

March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Rly)-North Bondi (Blair St)	41	M-F	Blair St	5.26am	Eddy Av	6.24pm	60*	A
		Sat		7.57am		5.40pm	60	
		Sun						

* More frequent in peak hours.

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

Route 360

LEICHHARDT (Norton St) – SYDENHAM – BOTANY (Munitions Store, Lord St)
(INDUSTRIAL) ■

Timeline

By 1949: Peak hour service commenced by Department of Road Transport & Tramways.

(?): Ceased.

Route 360

EASTERN SIGHTSEER (Bondi Junction – Watsons Bay Loop) (TOURIST SERVICE) ■

Timeline

26 December 1985: Daily hop on-hop off tourist loop commenced by Urban Transit Authority of NSW.

27 January 1986: Ceased.

Route Summary

From 26 December 1985

Bondi Junction – Vacluse House – Watsons Bay – Bondi Beach – Bondi Junction.

Timetable Summary

26 December 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Watsons Bay Loop (Eastern Sightseer)		M-F	Hours of service: 9.00am – 4.30pm				30	
		Sat					30	
		Sun					30	

Route 360

BONDI JUNCTION – WAVERLEY – CLOVELLY (Ocean St)

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

Timeline

22 October 1995:

- Daily daytime service Bondi Junction – Waverley (Gibson St) renumbered from 390.
- Shared part of route with 361.
- Operated by State Transit Authority of NSW.

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

1 January 2005: Became part of Contract Region 9.

23 September 2018: Frequency improved to replace 361.

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

Bondi Junction – Waverley (Gibson St)

From 22 October 1995

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd, Birrell St, Alfred St, Hewlett St, Murray St to Gibson St (Waverley).

From Waverley (Gibson St) (at Murray St) via reverse route to Grosvenor St, then Grafton St (Bondi Junction).

Bondi Junction – Waverley – Clovelly (Ocean St)

Alteration

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

Timetable Summary

22 October 1995

Bondi Junction – Waverley (Birrell St) routes

360, 361

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

Average day frequencies along common route:

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

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

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

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

* More frequent in peak hours.

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

23 June 2002

Bondi Junction – Waverley (Birrell St) routes

360, 361

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

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

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

23 September 2018

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

* More frequent in peak hours.

Route 361

CITY (various termini) – NORTH BONDI via Old South Head Rd & Glenayr Av

Timeline

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

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

Service suspended until after World War II.

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

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

After 1954: City terminus altered to Phillip St.

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

Streets

From 24 June 1951

From North Bondi (Blair St) (at Wairoa Av) via Wairoa Av, Murrivier Rd, Glenayr Av, O'Brien St, Old South Head Rd, Oxford St (**Bondi Junction**), Moore Park Rd, Flinders St (**Darlinghurst**), Oxford St, College St, Queens Square, Macquarie St. Reverse on return.

Timetable Summary

24 June 1951

City – Bondi Junction - North Bondi via Glenayr Av routes

361, 362

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
361: City (Macquarie St)-North Bondi via Glenayr Av	33	M-F	North Bondi	6.27am	Macquarie St	6.10pm	Ph	
		Sat		8.08am		12.15pm	40	
		Sun						
362: City (Macquarie St)-Dover Heights via Glenayr Av	41	M-F	Dover Heights	7.53am	Macquarie St	6.25pm	Ph	
		Sat		7.53am		12.00md	30-40	
		Sun						

Ph – Peak hours only

Route 361

BONDI JUNCTION – SOUTH BONDI via Birrell St

Timeline

22 October 1995:

- Daily daytime service renumbered from 391.
- Shared part of route with 360.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 9.

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

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

Streets

From 22 October 1995

From Bondi Junction (Interchange) via Grosvenor St, Bronte Rd, Birrell St, Alfred St (**Waverley**), Hewlett St, Bayview St, Bronte Marine Dr, Tamarama Marine Dr (**Tamarama**), Pacific Av, Dellview St, Fletcher St, Rowland Av, Wilga St, Sandridge St (South Bondi).

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

Alteration

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

Timetable Summary

See 360

Route 362

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

Timeline

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

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

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

Service suspended until after World War II.

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

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

(?): City terminus altered to Phillip St.

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

Streets

From 24 June 1951

From Dover Heights (Military Rd/Old South Head Rd) via Peel St, Lancaster St, Military Rd, Blair St, Glenayr Av, O'Brien St, Old South Head Rd, Oxford St (**Bondi Junction**), Moore Park Rd, Flinders St (**Darlinghurst**), Oxford St, College St, Queens Square, Macquarie St. Reverse on return.

Timetable Summary

See 361

Route 362

ROSE BAY – BONDI BEACH – COOGEE (Summer service 2012-24, weekend service throughout the year from 2024)

Timeline

14 January 2012:

- Summer (October-April) weekend service Bondi Beach – Coogee commenced by State Transit Authority of NSW.
- Also ran during “Sculptures by the Sea” Exhibition, 20 October 2012 – 28 April 2013 & 26 October 2019 – 24 May 2020.
- Replaced similar service S40 (sponsored by Waverley Council) which had run in summers 2007/8 & 2008/9 (the latter omitting Bronte).
- Part of Contract Region 9.

5 December 2021: Extended to run Rose Bay – Bondi Beach – Coogee, as part of rearrangement of Eastern Suburbs routes coincident with the introduction of light rail services L2 & L3 in 2019-20.

3 April 2022: Transferred to John Holland (NSW) Pty Ltd, trading as Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

21 December 2022: Days of service extended to weekdays during Summer school holidays.

21 October 2023 (commencement of 2023/24 summer season): Service ran on weekends, but extended to weekdays during Summer school holidays (9 January 2024-29 January 2024).

29 April 2024: Days of service extended to weekends throughout the year.

Streets**Bondi Beach – Coogee***From 14 January 2012*

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

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

Rose Bay – Bondi Beach – Coogee**Alteration**

From 5 December 2021: Extended from Bondi Beach (Campbell Pde) via Curlew St, Old South Head Rd, Dover Rd, New South Head Rd, Lyne Park entrance road to Rose Bay Wharf. Reverse on return.

Timetable Summary*14 January 2012*

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

A – Summer months only.

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay-Bondi Beach-Coogee	35	M-F						
		Sat	Coogee	9.15am	Rose Bay	7.32pm	30	A
		Sun		9.15am		7.32pm	30	A

A – Summer months only.

21 December 2022

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay-Bondi Beach-Coogee	35	M-F	Coogee	9.15am	Rose Bay	7.32pm	30	A
		Sat		9.15am		7.32pm	30	B
		Sun		9.15am		7.32pm	30	B

A – Summer school holidays only.

B – Summer months only.

21 October 2023

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay-Bondi Beach-Coogee	Fr Coogee 18B 35R	M-F						A
		Sat	Coogee	9.15amR	Rose Bay	7.32pmC	D	
					Bondi Beach	7.47pmC		
		Sun		9.15amR	Rose Bay	7.32pmC	D	
Bondi Beach	7.47pmC							

A – Also ran on weekdays during school holidays to same timetable as weekends.

B – To Bondi Beach.

C – To Coogee.

D – Summer Saturdays only: Coogee-Bondi Beach 15, Coogee-Rose Bay 30.

D – Summer Sundays only. Coogee-Bondi Beach 15, to Rose Bay 30.

R – To Rose Bay.

9 January 2024

Same as 21 December 2022.

Route 363

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

Timeline

12 May 1940:

- Peak hour service, City (Eddy Av, Central Railway) – North Bondi, renumbered from part of 160 as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Supplementary to 360.
- Operated by Department of Road Transport & Tramways.

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

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

27 September 1942: Due to wartime conditions:

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

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

25 September 1950: Renumbered part of 360.

Streets

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

Circa 1946

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

Route 364

NORTH BONDI – BONDI JUNCTION – SYDNEY AIRPORT (INDUSTRIAL) ■

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

Timeline

9 March 1942: Peak hour service North Bondi – Sydney Airport commenced by Department of Road Transport & Tramways.

By 21 September 1947: Mascot terminus at Aircraft Production Commission.

25 January 1960: Curtailed to run Bondi Junction – Mascot Airport.

(?): Renumbered 064.

Route 365

CITY (Circular Quay) – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■

- **Extended to Crows Nest (selected trips)**

Timeline

1 April 1942: Peak hour service City (Circular Quay) – Mascot (Aircraft Production Commission) commenced by Department of Road Transport & Tramways.

20 July 1942: Selected trips extended to Crows Nest.

14 September 1942: Renumbered 366.

Route 365

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

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

Timeline

27 September 1942: Due to wartime conditions:

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

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

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

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

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

23 June 2002: Ceased as a result of “Better Buses” Eastern Suburbs service review. Partly replaced by new 326.

Streets

Double Bay – Bondi Beach

Circa 1946

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

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

From 31 July 1949

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay**), Victoria Rd, Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, Balfour Rd, Bunyula Rd (**East Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Blair St, Warners Av, Campbell Pde to Lamrock Av (Bondi Beach). Reverse on return.

Alteration

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

Edgecliff – Double Bay – Bondi Beach

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

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

Timetable Summary

31 July 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)- Bondi Beach	38	M-F	Bondi Beach	6.48am	Eddy Av	11.42pm	20*	A
		Sat		6.48am		11.42pm	AM 15 PM 20	A
		Sun		6.56am		11.42pm	AM 20 PM 15	B

* More frequent in peak hours.

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

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

28 May 1950

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

January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)- Bondi Beach	39	M-F	Eddy Av	6.46am	Eddy Av	11.27pm	30*	A
		Sat		6.42am		11.27pm	30	
		Sun	Bondi Beach	7.00am		11.25pm	15†	

* More frequent in peak hours.

† 30 on Winter Sundays.

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

24 June 1979

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

* More frequent in peak hours.

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

12 January 1992

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

* More frequent in peak hours.

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

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

Route 366

CITY (Circular Quay) – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■

- **Extended to Crows Nest (selected trips)**

Timeline

14 September 1942:

- City (Circular Quay) – Mascot (Aircraft Production Commission) (selected trips extended to Crows Nest) renumbered from 365.
- Operated by Department of Road Transport & Tramways.

27 September 1942: Curtailed to run North Sydney (Miller St/Falcon St) – Mascot (Aircraft Production Commission) as a wartime feeder service.

Later: Curtailed to run City (Wynyard) or North Sydney – Mascot (Aircraft Production Commission).

Route 366

ROSEBERY Tram Terminus – ROSEBERY (Sweetacres, Queen St) (INDUSTRIAL) ■ ST PETERS – ROSEBERY (Sweetacres, Queen St) (INDUSTRIAL) ■

Timeline

27 July 1948: Peak hour service Rosebery Tram Terminus – Rosebery (Sweetacres, Queen St) commenced by Department of Road Transport & Tramways.

25 January 1960 or March 1966:

- Renumbered 066 as part of the renumbering of industrial routes into the 001-099 series.
- Extended to run St Peters – Rosebery (Sweetacres, Queen St).

(?): Ceased.

Route 366

EDGECLIFF – BELLEVUE HILL – BONDI BEACH (nights) ■

Timeline

4 August 1991: Monday-Sunday night service (combined 330/365) commenced by State Transit Authority of NSW, replacing those routes at night.

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

Streets

From 4 August 1991

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

Timetable Summary

4 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-Bondi Beach	21	M-F	Edgecliff	7.25pm	Edgecliff	11.22pm	Ns	
		Sat		7.25pm		11.22pm	Ns	
		Sun		7.25pm		11.25pm	Ns	

Ns – Night service.

Route 367

BONDI JUNCTION – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■

Timeline

2 January 1945: Peak hour service commenced by Department of Road Transport & Tramways.

(?): Ceased.

Route 367

CITY (Circular Quay) – ALEXANDRIA (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

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

Timeline

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

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

23 July 1949: Renumbered 067.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Redfern, Alexandria, St Peters.

Route 367

SYDENHAM – BONDI JUNCTION■

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

Timeline

21 July 1952:

- Weekday daytime service, Sydenham-Bellevue Hill, commenced.
- Shared Kingsford – Bellevue Hill (later Bondi Junction) with 358 & 359.
- Operated by Department of Road Transport & Tramways.

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

By 12 November 1956:

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

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

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

Streets

By 25 August 1962

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

Alterations

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

Timetable Summary

See 358

Route 368

CITY (Circular Quay) – MATRAVILLE (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 068.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Redfern, Beaconsfield, Waterloo, Mascot, Botany, Matraville.

Route 369

CITY (various termini) – DARLING POINT – EDGECLIFF■

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

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

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

(The furthest points in Edgecliff loop, namely Queen St, later Wallis St, are in Woollahra.)

Timeline

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

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

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

27 September 1942: Due to wartime conditions:

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

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

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

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

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

15-18 December 1949:

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

9 July 1950: Most trips extended to Edgecliff loop.

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

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

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

17 September 1956:

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

17 February 1957: Sunday service restored.

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

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

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

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

22 November 1982: City terminus altered to Circular Quay.

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

Streets

Edgecliff – Darling Point

From 12 July 1943

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

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

Alterations

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

City (Town Hall) – Darling Point – Edgecliff Loop

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

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

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

Alteration

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

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

By 11 December 1961

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

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

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

Alterations

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

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

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

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

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

City (Circular Quay) – Darling Point – Edgecliff Interchange

Alteration

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

Timetable Summary

12 July 1943

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

† Darling Point Rd/New South Head Rd.

4 March 1950

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

* More frequent in peak hours.

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

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

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

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

D – To Darling Point†.

K – To Kings Cross.

T – To City (Town Hall).

5 November 1950

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

* More frequent in peak hours.

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

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

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

E – To Edgecliff loop.

K – To Kings Cross.

T – To City (Town Hall).

11 December 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Darling Point-Edgecliff†	20	M-F	Q Vic Bldg	6.32amD	Q Vic Bldg	7.45pmD	A	
					Edgecliff†	11.13pmK		
		Sat	Edgecliff†	7.13amQ	Q Vic Bldg	12.43pmE	B	
					Edgecliff†	11.09pmK		
		Sun	Kings Cross	10.00amE	Q Vic Bldg	9.00pmE	C	
			Edgecliff†	8.36pmQ				

* More frequent in peak hours.

† Darling Point Rd/New South Head Rd.

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

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

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

E – To Edgecliff†

K – To Kings Cross.

Q – To City (Queen Victoria Building).

October 1976

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

* More frequent in peak hours.

† Darling Point Rd/New South Head Rd.

28 January 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Rly)-Darling Point-Edgecliff‡	28	M-F	Eddy Av	6.35am	Eddy Av	7.41pm	20	
		Sat	Edgecliff‡	7.02am		12.44pm	20	
		Sun						

‡ Interchange.

1 June 1986

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

* More frequent in peak hours.

‡ Interchange.

A – Extra trip Thursday night.

Route 370

CITY (Circular Quay) – DACEYVILLE (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 069.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Redfern, Beaconsfield, Waterloo, Rosebery, Daceyville

Route 370

DOUBLE BAY – BELLEVUE HILL – BONDI BEACH■

Timeline

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

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

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

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

Streets

By 19 November 1956

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

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

Timetable Summary

19 November 1956

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

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

Route 370

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

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

Timeline

31 January 1979:

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

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

Streets

From 28 January 1981

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

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

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

Alterations

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

Timetable Summary

See 373

Route 370

GLEBE POINT – NEWTOWN – COOGEE

LEICHHARDT (various termini) – NEWTOWN – COOGEE ■

Timeline

1 March 1999: Weekday daytime service, Leichhardt Depot – Coogee, commenced by State Transit Authority of NSW.

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

By 28 October 2001:

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

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

1 January 2005: Became part of Contract Region 9.

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

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

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

5 December 2021:

- Altered to run Glebe Point – Coogee as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- Glebe-Leichhardt Marketplace replaced by new 469 (Contract Region 6).
- Service increased to “frequent”.
- Service along Glebe Point Rd shared with 431 & 433.

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

Leichhardt Depot – Coogee

From 1 March 1999

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

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

Alterations

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

Leichhardt Marketplace – Coogee

Alterations

- **From 4 November 2007:** Approached Leichhardt from Balmain Rd via Marion St to Leichhardt Marketplace. Reverse on return.
- **From 31 March 2017 (due to light rail construction works in Randwick):** Ex Leichhardt Marketplace from Anzac Pde via Barker St, Botany St, Blenheim St, Belmore Rd, Coogee Bay Rd. Ex Coogee from Avoca St via Belmore Rd, Arthur St, Botany St, High St.
- **From 23 August 2020 (following completion of light rail construction works):** Ex Leichhardt Marketplace from Anzac Pde via High St, Clara St, Arthur St, Belmore Rd. Reverse on return.

Glebe Point – Coogee

From 5 December 2021

From Glebe Point (Federal Rd) via Northcote Rd, Eglinton Rd, Glebe Point Rd, Parramatta Rd, City Rd (**Chippendale**), King St (**Newtown, St Peters**), Sydney Park Rd, Euston Rd (**Alexandria**), McEvoy St, Botany Rd, Epsom Rd (**Zetland**), Lenthall St (**Kensington**), Todman Av, Anzac Pde, High St, Clara St, Arthur St, Belmore Rd (**Randwick**), Coogee Bay Rd, Arden St to Coogee Beach.

From Coogee (Arden S at Beach) via Coogee Bay Rd, Cuthill St, Avoca St, Belmore Rd, then reverse route to Glebe Point Rd, then Federal Rd to Glebe Point.

Timetable Summary

1 March 1999

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

* More frequent in peak hours.

28 October 2001

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

* More frequent in peak hours.

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

20 October 2013

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

* More frequent in peak hours.

12 February 2017

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

* More frequent in peak hours.

A – Extra trips Friday nights.

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Glebe Point-Coogee	63	M-F	Coogee	5.00am	Glebe Point	12.25am	10	A
		Sat		5.00am		12.25am	10	
		Sun		5.00am		12.25am	10	

* More frequent in peak hours.

A – Additional peak hours trips Green Square-University of NSW (morning from Green Square, afternoon from University of NSW).

Route 371

CITY (Railway Square) – MAROUBRA BEACH via Dacey Av

Timeline

18 October 1987:

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

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

Streets

From 18 October 1987

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

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

Timetable Summary

18 October 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Maroubra Beach via Dacey Av	36	M-F	Maroubra Bch	6.18am	Railway Sq	6.02pm	Ph	
		Sat						
		Sun						

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

Route 371

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

Timeline

23 June 2002:

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

1 January 2005: Became part of Contract Region 9.

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

Streets

From 23 June 2002

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

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

Timetable Summary

See 373

Route 372

CITY (Railway Square) – COOGEE BEACH via The Spot■

Also:

- **Summer Sunday express over a similar route(1961-?)**
(Since about 1986, Coogee Beach terminus has been known more simply as Coogee.)

Timeline

24 October 1960:

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

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

After 1995: 28 & 30 [Sports route numbers] included in/renumbered/replaced by 372.

1 January 2005: Became part of Contract Region 9.

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Replaced by 373, 374 & L2 light rail service.

Streets

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

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

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

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

Alterations

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

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Replaced by 373, 374 & light rail service L2.

Timetable Summary

See 373

Route 373

COOGEE BEACH – SYDNEY AIRPORT (INDUSTRIAL) ■

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

Timeline

By 1949: Peak hour service commenced by Department of Road Transport & Tramways.

25 January 1960: Renumbered 073 as part of the renumbering of industrial routes into the 001-099 series.

Route 373

CITY (various termini) – COOGEE BEACH via The Spot

Route L73

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

Route 373X

Route X73

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

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

Timeline

24 October 1960:

- New full time service 373 City (Circular Quay) – Coogee Beach via The Spot commenced by Department of Government Transport, replacing City (Hunter St) – Coogee Beach tram service.
- Shared route at different times between various points in the City – Randwick area with other routes in the 371-377 range.

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

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

21 February 1994: L73 afternoon peak hour service commenced.

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

After 1995: 28 & 31 [Sports route numbers] included in/renumbered/replaced by 373.

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

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

1 January 2005: Became part of Contract Region 9.

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

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

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

- 373 altered to run City (Museum Station) – Coogee via The Spot
- X73 renumbered 373X & altered to run City (Museum Station (arriving) or Martin Pl (departing)) – Coogee via The Spot (express).

3 April 2022: Transferred to John Holland (NSW) Pty Ltd, trading as Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

Route 373

City (Circular Quay) – Coogee Beach

From 24 October 1960

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

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

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

Alterations

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

Coogee – City (Museum)

From 5 December 2021

From Coogee (Arden St at Beach) via Arden St, Havelock Av, Carr St, Dudley St, St Pauls St, Perouse Rd, Cuthill St, Avoca St, Belmore Rd (**Randwick**), Cook St, Cowper St, Alison Rd, Moore Park Busway (**Moore Park**), Flinders St (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St (**City (Museum)**), Goulburn St, Wentworth Av, Oxford St, then reverse route to Belmore Rd, then Perouse Rd, then reverse route to Coogee.

Route L73

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

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

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

Route X73

City (Martin Pl or Spring St) – Coogee

From 5 August 1990

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

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

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

Alterations

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

City (Museum Station or Spring St) – Coogee

Alteration

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

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

From 23 June 2002:

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

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

Alteration

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

Route 373X

City (Museum Station or Martin Pl) – Coogee

From 5 December 2021

From City (Martin Pl) (in Castlereagh St) via Castlereagh St, Goulburn St, Elizabeth St, Albion St, Flinders St, Moore Park Busway (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), St Pauls St, Dudley St, Carr t, Havelock Av, Arden St to Coogee Beach.

From Coogee (Arden St at Beach) via reverse route to Perouse Rd, then Cuthill St, Belmore Rd, then reverse route to Moore Park Busway, then Eastern Distributor, Bent St, Phillip St, Elizabeth St to Museum Station (City).

Timetable Summary

26 February 1961

Moore Park – Coogee Beach via The Spot routes

372, 373

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

Average day frequencies along common route:

M-F Moore Park-Coogee Beach (372, 373) 6 trips per hour.
 Sat AM Moore Park-Coogee Beach (372, 373) 10 trips per hour.
 Sat PM Moore Park-Coogee Beach (372, 373) 10.
 Sun AM Moore Park-Coogee Beach (372, 373) 15.
 Sun PM Moore Park-Coogee Beach (372, 373) 10.

* More frequent in peak hours.

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

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

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

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

September 1984

Moore Park – Coogee Beach via The Spot routes

370, 372, 373

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

Average day frequencies along common route:

M-F Moore Park-Coogee Beach (372, 373) 6 trips per hour.
 Sat Moore Park-Coogee Beach (372, 373) 7 trips per hour.
 Sun Moore Park-Coogee Beach (372, 373) 10.

* More frequent in peak hours.

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

B – Extra trip Friday night.

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

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

5 August 1990

Moore Park – Coogee via The Spot routes

372, 373, X73

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

Average day frequencies along common route:

M-F Moore Park-Coogee (372, 373) 9 trips per hour.

Sat Moore Park-Coogee (372, 373) 7 trips per hour.

Sun Moore Park-Coogee (372, 373) 10.

* More frequent in peak hours.

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

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

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

31 July 1994

Moore Park – Coogee via The Spot routes

372, 373, L73, X73

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

Average day frequencies along common route:

M-F Moore Park-Coogee (372, 373) 9 trips per hour.

Sat Moore Park-Coogee (372, 373) 7 trips per hour.

Sun Moore Park-Coogee (372, 373) 10.

* More frequent in peak hours.

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

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

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

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

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

23 June 2002

**Moore Park – Coogee via The Spot routes
371-373, X73**

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

Average day frequencies along common route:

M-F Moore Park-Coogee (372, 373) 10 trips per hour.
 Sat Moore Park-Coogee (372, 373) 12 trips per hour.
 Sun Moore Park-Coogee (372, 373) 11 trips per hour.

* More frequent in peak hours.

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

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

5 December 2021

**Moore Park – Coogee via The Spot routes
373, 373X**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
373: City (Museum Station)-Coogee	65 round trip	M-F	Coogee	4.30am	Coogee	3.30am	10*	A
		Sat		4.00am		3.30am	10	B
		Sun		4.00am		3.30am	10	B
373X: City (Museum Station or Martin Pl)-Coogee	32	M-F	Coogee	6.13am	Martin Pl	7.10pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Additional trips Randwick-Coogee in afternoon peak hour. Service continuous.

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

B – Service continuous.

Route 374

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

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

Route 374X

Route X74

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

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

Timeline

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

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

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

27 September 1942: As further wartime economy measures:

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

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

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

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

18 December 1949: City terminus altered to Bathurst St.

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

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

Off-peak trips similarly curtailed from 9 November 1952.

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

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

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

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

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

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

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

19 November 1995:

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

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

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

1 January 2005: Became part of Contract Region 9.

1 May 2006: City terminus for *all* afternoon trips on X74 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:

- 374 altered to run City (Belmore Park) – Coogee via Bream St
- X74 renumbered 374X & continued to run City (Museum Station (arriving) or Martin Pl (departing)) – Coogee via Bream St (express)

3 April 2022: Transferred to John Holland (NSW) Pty Ltd, trading as Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

Streets

Route 374

CITY – COOGEE BEACH via Bream St

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

From 2 March 1941

From City (York St) (at Market St) via Druiitt St, Park St, College St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde, Alison Rd (**Randwick**), Carrington Rd, Bream St, Arden St, Dolphin St (Coogee Beach).

From Coogee Beach (Dolphin St) via Beach St [former street], Bream St, then reverse route to Park St, then George St, Market St, York St to Market St.

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

City (York St) – Coogee Beach

Circa 1946

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

City (Spring St) – Coogee Beach

23 October 1960

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

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

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

Alterations

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

City (Circular Quay) – Coogee Beach

Alterations

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

City (Belmore Park) – Coogee

From 5 December 2021

From City (Belmore Park) (in Eddy Av) via Elizabeth St, Cleveland St, Anzac Pde (**Moore Park**), Alison Rd, Cowper St, Cook St, Alison Rd (**Randwick**), Carrington Rd, Bream St, Arden St to Coogee Beach.

From Coogee (Arden St at Beach) via Coogee Bay Rd, Brook St, Bream St, then reverse route to Cleveland St, then Chalmers St, Randle St, Elizabeth St, Hay St, Pitt St, Eddy Av to Belmore Park (City).

Route X74

CITY – COOGEE via Bream St

City (Martin Pl or Spring St) – Coogee

From 5 August 1990

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

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

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

Alterations

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

City (Museum Station or Spring St) – Coogee

Alteration

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

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

Alterations

From 23 June 2002:

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

Route 374X

City (Museum Station or Martin Pl) – Coogee

From 5 December 2021

From City (Martin Pl) (in Castlereagh St) via Castlereagh St, Goulburn St, Elizabeth St, Albion St, Flinders St, Moore Park Busway (**Moore Park**), Alison Rd, Cowper St, Cook St, Alison Rd (**Randwick**), Carrington Rd, Bream St, Arden St to Coogee Beach.

From Coogee (Arden St at Beach) via Coogee Bay Rd, Brook St, Bream St, then reverse route to Moore Park Busway, then Eastern Distributor, Bent St, Phillip St, Elizabeth St to Museum Station (City).

Timetable Summary

7 April 1940

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

* More frequent in peak hours.

† Extended to Birchgrove on Sundays.

‡ 20 on Fridays.

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

B – To Birchgrove.

C – To Coogee Beach.

Y – To City (York St).

26 February 1950

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

* More frequent in peak hours.

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

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

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

C – To Coogee Beach.

M – To Coogee (Mount St).

18 December 1961

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

* More frequent in peak hours.

C – To Coogee Beach.

R – To Randwick Junction.

S – To City (Spring St).

5 August 1990

City – Coogee via Bream St routes

374, X74

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

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

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

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

19 November 1995

City – Coogee via Bream St routes

374, X74

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

* More frequent in peak hours.

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

March 2008

City – Coogee via Bream St routes

374, X74

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

* More frequent in peak hours.

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

5 December 2021

City – Coogee via Bream St routes

374, 374X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
374: City (Belmore Park)-Coogee	27	M-F	Coogee	5.10am	Belmore Park	12.41am	20*	
		Sat		5.10am		12.41am	20	
		Sun		5.10am		12.41am	20	
374X: City (Museum Station or Martin Pl)-Coogee	30	M-F	Coogee	6.13am	Martin Pl	6.39pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

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