



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 375 – 399

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 375 – 399

375	Kings Cross-Mascot
375	City-Bondi Beach
375	Central-Maroubra Beach
X75	Central-Maroubra Beach
376	Bondi Junction-Alexandria
376	City-South Bondi
376	City-Maroubra Junction
376	City-Maroubra Beach
377	Bondi Junction-Mascot
377	City-Waverley
377	City-Eastgardens
377X	City-Maroubra Beach
X77	City-Maroubra Beach
378	Sans Souci-Alexandria
378	Central-Bronte Beach
379	Coogee-Randwick-Maroubra
379	City-Bronte Beach
379	Nth Bondi-Bondi Jun-Bronte
X79	North Bondi-Bondi Junction
380	Bondi Junction-Alexandria
380	City-Nth Bondi-Watsons Bay
381	St Peters-Alexandria
381	Central-Nth Bondi-Dover Hts
381	Bondi Jun-North Bondi, etc
382	Central-Alexandria
382	Central-Paddington, etc
382	City-Nth Bondi-Dover Heights
L82	City-Nth Bondi-Watsons Bay
383	City-Bronte Beach
383	City-South Bondi
384	Central-Bronte Beach
384	City-Rosebery-Daceyville
384	City-Kings Cross-Nth Bondi
X84	Bondi Junction-North Bondi

385	City-Coogee Beach
385	City-Mascot Airport
386	Central-Coogee Beach
386	Central-Alexandria
386	City-Paddington-North Bondi
386	City-West Kensington
386	City-Bondi Jun-North Bondi
386	Bondi Junction-Vaucluse
387	City-Botany-Pr Henry Hosp
387	City-West Kensington
387	City-South Head Cemetery
388	City-La Perouse
388	City-Bellevue Hill-Nth Bondi
388	Redfern-Eastlakes
388	Paddington-Bondi Junction
389	City-Paddington-North Bondi
389	Pyrmont-City-North Bondi
X89	North Bondi-Bondi Junction
390	Pyrmont-City-Woolloomooloo
390	City-Bondi Jun-Waverley, etc
390	City-Prince Henry Hospital
390X	Bondi Junction-La Perouse
X90	City-Prince Henry Hospital
391	Darlinghurst-Woolloomooloo
391	Central-Bondi Junction
391	City-Bondi Jun-South Bondi
391	City-La Perouse, etc
392	Pyrmont-City-Woolloomooloo
392	City-Paddington-North Bondi
392	City-Prince Henry Hospital
392	Redfern-Little Bay
392N	City-Matraville
392X	City-Little Bay
X92	City-Prince Henry Hospital

393	Pyrmont-Garden Island
393	Central-La Perouse
X93	Central-La Perouse
394	City-Vaucluse
394	City-Garden Island
394	Central-Maroubra Beach
394	City-La Perouse, etc
394	City-La Perouse
394X	City-La Perouse
L94	City-La Perouse
X94	City-La Perouse
395	Botany-Maroubra Beach
395	Central-Maroubra Beach
396	Maroubra Jun-Maroubra Bch
396	City-Maroubra Beach, etc
396X	City-Maroubra Beach
X96	City-Maroubra Beach
397	Pagewood Depot-city
397	Maroubra Beach-Pagewood
397	City-South Maroubra, etc
397	Eastgardens-Sth Maroubra
397X	City-South Maroubra
X97	City-South Maroubra
398	Central-Pagewood
398	Central-Maroubra Beach
398	City-Prince Henry Hosp, etc
X98	Prince Henry Hospital-City
399	City-Randwick-Maroubra Jun
399	Sydenham-Maroubra Beach
399	City-Malabar
399	City-Prince Henry Hosp, etc
399	University of NSW-Little Bay
X99	Prince Henry Hospital-City

Route 375

KINGS CROSS – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■

Timeline

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

Route 375

CITY (various termini) – BELLEVUE HILL – BONDI BEACH via O’Sullivan Rd ■

- ***Eastern Suburbs Railway feeder: EDGECLIFF – WEST BONDI via O’Sullivan Rd***

Timeline

28 May 1950: Full time service commenced by Department of Road Transport & Tramways, City (Macquarie St) – Bondi Beach via Bellevue Rd & O’Sullivan Rd, supplementing Erskine St – Watsons Bay tram service when it was re-extended from Rose Bay (Dover Rd) to Watsons Bay.

5 August 1951: Sunday services ceased.

17 November 1952:

- Off-peak & Saturday service curtailed to run as a feeder service, Double Bay – Bondi Beach.
- Feeder service Double Bay – Bondi Beach extended to run on Summer Sundays (when ceased?).
- Peak hour service continued to run City (Macquarie St) – Bondi Beach.

26 June 1954:

- 315 & 375 combined in off-peak, Saturday afternoons & Sundays as a feeder service, 370 Double Bay – Bondi Junction via Manning Rd & Bellevue Rd.
- 375 continued to run as a peak hour & Saturday morning service City (Macquarie St) – Bondi Beach.

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

- Rerouted via Manning Rd, replacing 315 & 370.
- City terminus altered to Bridge St.
- Curtailed to run City (Bridge St) – West Bondi (*not* to Bondi Beach).

By May 1967: City terminus altered to Martin Pl.

By 29 August 1970: City terminus (arriving) altered to Hunter St.

By May 1976: City terminus (departing) altered to Spring St.

25 June 1979: Curtailed to run as a feeder service, Edgecliff – West Bondi, as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

17 February 1989: Ceased. Partly replaced by existing 330 & 365.

Streets

City (Macquarie St) – Bondi Beach

From 5 August 1951

From City (Macquarie St) (at Bridge St) via Macquarie St, Martin Pl, Elizabeth St, Park St, William St, Bayswater Rd (**Kings Cross**) New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay**), Bellevue Rd, Victoria Rd (**Bellevue Hill**), Drumalbyn Rd, [Beresford Rd,] Salisbury Rd, Plumer Rd, O’Sullivan Rd (**West Bondi**), Blair St, Warners Av, Campbell Pde to Bondi Beach.

From Bond Beach (Campbell Pde) via reverse route to Elizabeth St, then Hunter St, Macquarie St to Bridge St (City).

City (Martin Pl) – West Bondi

By May 1967

From City (Martin Pl) (at Elizabeth St) via Martin Pl, Pitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff**), Manning Rd (**Double Bay**), Suttie Rd, Arthur St, Bellevue Rd, Victoria Rd (**Bellevue Hill**), Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, O’Sullivan Rd to Old South Head Rd (West Bondi).

From West Bondi (O’Sullivan Rd at Old South Head Rd) via reverse route to Park St, then George St, Martin Pl to Elizabeth St (City).

City (Martin Pl or Hunter St) – West Bondi

Alteration

By 29 August 1970: Approached City from George St via Hunter St to Elizabeth St. Unaltered on return.

City (Spring St or Hunter St) – West Bondi

Alterations

By May 1976:

- From City (Spring St) via Pitt St. Unaltered on return.
- Ex City (Spring St) from Bayswater Rd via Kellett Av, Kings Cross Rd, Bayswater Rd. Return from Bayswater Rd via Craighend St, Kellett Av, Bayswater Rd.

Edgecliff – West Bondi

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

From Edgecliff (Interchange) via bus tunnel, New South Head Rd, Manning Rd (**Double Bay**), Suttie Rd, Ranfurley Rd, Holland Rd, Warren Rd, Streatfield Rd, Bellevue Rd, Victoria Rd (**Bellevue Hill**), Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, O'Sullivan Rd to Old South Head Rd (West Bondi). Reverse on return.

Timetable Summary

5 August 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)- Double Bay-Bondi Beach	Fr Bondi 25D 43M	M-F	Bondi Beach	6.55am	Macquarie St	11.56pm	20*	
		Sat		6.52am		11.56pm	20	
		Sun						
		Hols			7.23am		11.56pm	30

19 November 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)- Double Bay-Bondi Beach	Fr Bondi 25D 43M	M-F	Bondi Beach	6.55amM	Macquarie St	5.45pmB	Ph	A
		Sat		7.05amD	Double Bay	12.59pmB	30	
		Sun						

A – Off-peak service provided by 370.

B – To Bondi Beach.

D – To Double Bay.

M – To City (Macquarie St).

Ph – Peak hours only (morning both directions, afternoon from City (Macquarie St)).

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- Double Bay-West Bondi	39	M-F	West Bondi	6.55am	Martin Pl	6.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from West Bondi, afternoon from City (Martin Pl)).

25 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-West Bondi	22	M-F	West Bondi	6.57am	Edgecliff	6.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from West Bondi, afternoon from Edgecliff).

Route 375

CITY (Railway Square) – RANDWICK – MAROUBRA BEACH via Dacey Av ■

Route X75

CITY (Railway Square) – RANDWICK – MAROUBRA BEACH via Surry Hills & Anzac Pde (EXPRESS) ■

Timeline

19 November 1995:

- 371 peak hour service renumbered:
 - 375 (all stops) (limited service)
 - X75 (express) (most trips).
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 372-377 range.
- Operated by State Transit Authority of NSW.

23 June 2002: Replaced by extra trips on 376 (*none* express) as a result of “Better Buses” Eastern Suburbs service review.

Streets

From 19 November 1995

Route 375

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).

Route X75

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Albion St, Flinders St, Anzac Pde* (**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 Anzac Pde, then Fitzroy St, Foveaux St, Eddy Av, Pitt St to Railway Square (City).

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

Timetable Summary

19 November 1995

City – Maroubra Beach via Dacey Av routes

375, X75

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
375: City (Railway Sq)-Maroubra Beach via Dacey Av	34	M-F	Maroubra Bch	7.37am	Railway Sq	4.39pm	Ph	
		Sat						
		Sun						
X75: City (Rly Sq)-Maroubra Beach via Surry Hills (<i>express</i>)	28	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 375

EASTGARDENS – MAROUBRA BEACH – RANDWICK (Cowper St)

Timeline

5 December 2021:

- Commenced by State Transit Authority of NSW, as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- Replaced 317, 376 & 377.
- Part of Contract Region 9.

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

Streets

From 5 December 2021

From Eastgardens (bus terminal) via Wentworth Av, Bunnerong Rd, Beauchamp Rd, Malabar Rd, Fitzgerald Av, Marine Pde (**Maroubra Beach**), Torrington Rd, Oberon St (**South Coogee**), Perouse Rd, Cuthill St, Avoca St, Belmore Rd, Cook St, Cowper St (**Randwick**), Alison Rd, Belmore Rd, Perouse Rd, then reverse route to Fitzgerald Av, then Bunnerong Rd to Eastgardens bus terminal.

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		
Eastgardens-Randwick (Cowper St)	68 round trip	M-F	Eastgardens	5.18am	Cowper St	12.14am	20*	
		Sat		5.18am		12.14am	20	
		Sun		6.18am		12.14am	20	

* More frequent in peak hours.

Route 376

BONDI JUNCTION – ALEXANDRIA (Austral Bronze, O’Riordan St) (INDUSTRIAL) ■

Timeline

By 28 March 1947: Peak hour service commenced by Department of Road Transport & Tramways.

25 January 1960: Renumbered 076 as part of the renumbering of industrial routes into the 001-099 series.

Route 376

CITY (Town Hall) – QUEENS PARK – SOUTH BONDI ■

Timeline

26 August 1974: Peak hour service renumbered from 79 [1925 route number], as part of rearrangement of South Bondi routes following takeover of private 79 [1925 route number] by Public Transport Commission (Bus Division) on 6 June 1974.

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

- Service in Queens Park area replaced by rerouted 358, 359 & 367.
- Service in Waverley/South Bondi area continued to be provided by extended hours of service on 391.

Streets

From 26 August 1974

From City (Town Hall) (George St) via Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St, York Rd, Birrell St, Ashton St, Queens Park Rd (**Queens Park**), Bourke St, Birrell St, Bronte Rd, Murray 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 Elizabeth St, then Park St, George St to Sydney Town Hall (City).

Timetable Summary

26 August 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- South Bondi	30	M-F	South Bondi	6.10am	Town Hall	6.15pm	Ph	A
		Sat						A
		Sun						

A – Off-peak service City (Circular Quay)-South Bondi & Saturday service Bondi Junction-South Bondi provided by 391.

Ph – Peak hours only (both directions). Extra trips Thursday night.

Route 376

CITY (Circular Quay) – RANDWICK – MAROUBRA BEACH – SOUTH MAROUBRA – MAROUBRA JUNCTION (some trips EXPRESS)■

Timeline

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

- Daytime service Mondays-Saturdays & limited early morning service on Sundays commenced by Urban Transit Authority of NSW.
- Together with 377, replaced City (Macquarie St) – Maroubra Beach part of 399. 376 also replaced Maroubra Beach – South Maroubra – Maroubra Junction part of 399.
- Compared with 399, City terminus altered from Macquarie St to Circular Quay.
- Selected peak hour trips ran express (mornings from Maroubra Beach to City (Martin Pl), afternoons from City (Spring St) to Maroubra Beach).
- 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: Ceased as part of general reorganisation of Eastern Suburbs routes:

- City (Circular Quay) – Maroubra Beach (other than express trips) replaced by improved service on 377.
- Express trips replaced by X77.
- Service in South Maroubra continued to be served by 397.

Streets

From 18 October 1987

City (Circular Quay) – Maroubra Junction (all stops)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Arden St, Malabar Rd, Torrington Rd, Marine Pde (**Maroubra Beach**), McKeon St, Duncan St, Malabar Rd, Fitzgerald Av, New Orleans Cr (**South Maroubra**), Chicago Rd, Minneapolis Cr, Anzac Pde to Maroubra Rd (Maroubra Junction).

From Maroubra Junction (Anzac Pde at Maroubra Rd) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Liverpool St, then Elizabeth St, Bent St, Loftus St to Circular Quay (City).

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

City (Martin Pl or Spring St) – Maroubra Beach (express)

From City (Spring St) (at Pitt St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Arden St, 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 Liverpool St, then Elizabeth St to Martin Pl (City).

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

Timetable Summary

See 377

Route 376

CITY (Circular Quay) – CENTRAL RAILWAY – RANDWICK – MAROUBRA BEACH ■

- **Extended to Maroubra Junction (off-peak, 1995-2002)**

Timeline

19 November 1995:

- City (Circular Quay) – Maroubra Beach (extended from Maroubra Beach to Maroubra Junction in weekday off-peak) renumbered from equivalent trips on 377.
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.
- Operated by State Transit Authority of NSW.

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

- Curtailed to run City (Circular Quay) – Maroubra Beach.
- Maroubra Beach – Maroubra Junction already served by existing 395 & 396.
- Extra trips replaced 375 & X75.

1 January 2005: Became part of Contract Region 9.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network, curtailed to run City (Railway Square) – Maroubra Beach.

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 339, 350, 375 & L2 light rail service.

Streets

City (Circular Quay) – Maroubra Beach – Maroubra Junction

From 19 November 1995

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Hay St, Pitt St, Eddy Av (Central Railway), Elizabeth St, Albion St, Flinders St, Anzac Pde* (Moore Park), Alison Rd, Cowper St, Cook St, Belmore Rd (Randwick), Perouse Rd, Canberra St, Oberon St (South Coogee), Malabar Rd, Torrington St, Marine Pde (Maroubra Beach), Maroubra Rd to Anzac Pde (Maroubra Junction).

From Maroubra Junction (Maroubra Rd at Anzac Pde) via reverse route to Perouse Rd, then Cuthill St, Belmore Rd, then reverse route to Anzac Pde, then Moore Park Rd, Fitzroy St, Foveaux St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

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

Alteration

By June 1999: Approached City (Circular Quay) from Elizabeth St via Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Pitt St.

City (Circular Quay) – Maroubra Beach

From 23 June 2002:

From City (Circular Quay) (Alfred St at Young St) via Young St, Bridge St, Phillip St, Elizabeth St, Hay St, Pitt St, Eddy Av (Central Railway), Elizabeth St, Albion St, Flinders St, Anzac Pde* (Moore Park), Alison Rd, Cowper St, Cook St, Belmore Rd (Randwick), Perouse Rd, Oberon St (South Coogee), Arden St, Malabar Rd, Torrington Rd, Marine Pde to Maroubra Beach.

From Maroubra Beach (Marine Pde) via reverse route to Anzac Pde, then Moore Park Rd, Fitzroy St, Foveaux St, Elizabeth St, Phillip St to Circular Quay (City).

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

City (Railway Square) – Maroubra Beach

Alteration

From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network): Approached City from Anzac Pde via Moore Park Rd, Fitzroy St, Foveaux St, Elizabeth St, Eddy, Pitt St to Railway Square. Return via Pitt St, Eddy Av, Elizabeth St, Albion St, Flinders St, Anzac Pde.

Timetable Summary

See 377

Route 377

BONDI JUNCTION – MASCOT (Coward St) (INDUSTRIAL) ■

Timeline

By 28 March 1947: Peak hour service commenced by Department of Road Transport & Tramways.

16 November 1959: Renumbered 077 as part of the renumbering of industrial routes into the 001-099 series.

Route 377

CITY (Martin Pl) – WAVERLEY (St Thomas St) (EXPRESS) ■

Timeline

16 November 1959: Peak hour express commenced by Department of Government Transport, in anticipation of replacement of Circular Quay – Bronte Beach tram service by buses. Supplementary to 379 from 28 February 1960.

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

Streets

By August 1964

From City (Martin Pl) (at Phillip St) via Martin Pl, Elizabeth St, Albion St, Flinders St, Moore Park Rd, Oxford St (**Bondi Junction**), Bronte Rd, Albion St, Macpherson St to St Thomas St (Waverley).

From Waverley (Macpherson St at St Thomas St) via reverse route to Flinders St, then Campbell St, Hunt St, Goulburn St, Elizabeth St, Martin Pl to Phillip St (City).

Alteration

By April 1967: Approached City from Goulburn St via Elizabeth St to Martin Pl. Unaltered on return.

Timetable Summary

August 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- Waverley (St Thomas St)	24	M-F	St Thomas St	6.50am	Martin Pl	5.53pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Waverley (St Thomas St), afternoons from City (Martin Pl)).

Route 377

CITY (Circular Quay) – RANDWICK – MAROUBRA BEACH – SOUTH MAROUBRA – EASTGARDENS ■

- **Extended from Eastgardens to Maroubra Junction (nights, 1987-1990)**
- **Extended from Maroubra Beach to Maroubra Junction via Maroubra Rd (off-peak, 1990-1995)**

Route X77

CITY (various termini) – RANDWICK – MAROUBRA BEACH (EXPRESS) ■

Timeline

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

- 377 City (Circular Quay) – Maroubra Beach – Eastgardens (extended from Eastgardens to Maroubra Junction at night) commenced by Urban Transit Authority of NSW.
- Together with 376, replaced City (Macquarie St) – Maroubra Beach part of 399.
- Replaced parts of 397 along Beauchamp Rd & Bunnerong Rd
- Compared with 399, City terminus altered from Macquarie St to Circular Quay.
- 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.

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

- 377 day service continued to run City (Circular Quay) – Eastgardens, but night service curtailed to run City (Circular Quay) – South Maroubra.
- An additional Thursday night service on 377 ran *from* Eastgardens *to* South Coogee (ceased by 23 June 2002).
- 376 express trips renumbered X77. City termini Martin Pl (arriving), Spring St (departing)
- X77 shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.

By 8 October 1990: Weekday off-peak short-workings (every second trip) of 377 which ran City (Circular Quay) – Maroubra Beach rerouted/extended from Maroubra Beach to Maroubra Junction via Maroubra Rd.

19 November 1995: Weekday off-peak trips of 377, City (Circular Quay) – Maroubra Beach – Maroubra Junction (which had commenced by 8 October 1990), renumbered 376, leaving 377 as City (Circular Quay) – Maroubra Beach – Eastgardens.

24 June 2001: X77 morning trips to City rerouted via Eastern Distributor to terminate at Museum Station (City).

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

- 377 curtailed to run City (Circular Quay) – Maroubra Beach.
- Maroubra Beach – Eastgardens replaced by new 317.
- City terminus for X77 afternoon trips altered from Spring St to Circular Quay or Gresham St.

1 January 2005: Became part of Contract Region 9.

By July 2008: City terminus X77 for all afternoon trips at Circular Quay.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network, X77 City terminus for all afternoon trips at Spring St.

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

- 377 ceased.
- Replaced by 350, 375, 377X & L2 light rail service.
- X77 renumbered 377X (*see next entry*).

Streets

Route 377: CITY – MAROUBRA BEACH & extensions

City (Circular Quay) – Maroubra Beach – Eastgardens (extended from Eastgardens to Maroubra Junction at night)

From 18 October 1987

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Arden St, Malabar Rd, Torrington Rd, Marine Pde (**Maroubra Beach**), McKeon St, Duncan St, Malabar Rd (**South Maroubra**), Beauchamp Rd, Bunnerong Rd to Eastgardens bus terminal.

From Eastgardens (bus terminal) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Liverpool St, then Elizabeth St, Phillip St, Bent St, Loftus to Circular Quay (City).

Maroubra Junction extension (nights): From Eastgardens via Bunnerong Rd, Maroubra Rd to Anzac Pde (Maroubra Junction). Reverse on return.

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

City (Circular Quay) – Maroubra Beach – Maroubra Junction via Maroubra Rd

Alteration

By 8 October 1990 (weekday off-peak): Extended from Marine Pde/Maroubra Rd, Maroubra Beach via Maroubra Rd to Anzac Pde (Maroubra Junction). Reverse on return.

City (Circular Quay) – Maroubra Beach

Alteration

From 23 June 2002:

- Outer terminus altered from Eastgardens to Marine Pde, Maroubra Beach.
- Ex Maroubra Beach via Belmore Rd direct (*not* via Cuthill St, Avoca St). Unaltered on return.

Route X77: CITY – MAROUBRA BEACH

City (Martin Pl or Spring St) – Maroubra Beach

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, Belmore Rd (**Randwick**), Perouse Rd, Oberon St, Arden St, Malabar Rd, Torrington St, 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 Liverpool St, then Elizabeth St to Martin Pl (City).

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

City (Museum Station or Spring St) – Maroubra Beach

Alterations

From 24 June 2001 (morning trips): Ex Maroubra Beach 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) – Maroubra Beach

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.
- Ex Maroubra Beach via Belmore Rd direct (*not* via Cuthill St, Avoca St). Unaltered on return.

Timetable Summary

18 October 1987

City – Maroubra Beach via South Coogee routes

376, 377

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
376: City (Circular Quay)-Maroubra Bch-Maroubra Jun†	52	M-F	Maroubra Jun	5.18am	Circular Quay	5.53pm	30	
		Sat		5.17am		5.45pm	30	
		Sun		7.25am	Maroubra Jun	8.47am	A	
377: City (Circular Quay)-Maroubra Bch-Eastgardens‡	57 plus 4EJ	M-F	Circular Quay	7.22amE	Circular Quay	12.00mnJ	B	
		Sat		7.20amE		12.00mnJ	B	
		Sun		8.16amE		11.30pmJ	B	

Average day frequencies along common route:

M-F City (Circular Quay)-Maroubra Beach (376, 377) 15.

Sat City (Circular Quay)-Maroubra Beach (376, 377) 15.

Sun City (Circular Quay)-Maroubra Beach (377) 30.

* More frequent in peak hours.

† Via South Maroubra.

‡ Extended from Eastgardens to Maroubra Junction at night.

A – Early morning trips *from* Maroubra Junction *to* City (Circular Quay) only. Service at other times on Sundays provided by 377.

B – Day, City (Circular Quay)-Maroubra Beach-Eastgardens 30. Night, City (Circular Quay)-Maroubra Beach-Eastgardens-Maroubra Junction.

E – To Eastgardens.

EJ – From Eastgardens to Maroubra Junction (nights).

J – To Maroubra Junction.

8 October 1990

City – Maroubra Beach via South Coogee routes

377, X77

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
377: City (Circular Quay)-Maroubra Beach-Eastgardens	Fr C/Quay 50S 57E	M-F	Sth Maroubra	5.20amC	Eastgardens	7.37pmC	A	
			Circular Quay	7.22amE	Circular Quay	12.15amS		
	Sat	Sth Maroubra	5.20amC	Eastgardens	5.15pmC	B		
		Circular Quay	7.20amE	Circular Quay	12.15amS			
	Sun	Eastgardens	Eastgardens	6.08amC	Eastgardens	6.12pmC	D	
			Circular Quay		Circular Quay	11.30pmS		
377: City (Circular Quay)-Maroubra Bch-Maroubra Jun	49	M-F	Circular Quay	8.40am	Maroubra Jun	2.55pm	20	
		Sat						
		Sun						
X77: City (Martin Pl/ Spring St)-Maroubra Beach (express)	31	M-F	Maroubra Bch	6.59am	Spring St	5.53pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

- M-F City (Circular Quay)-Maroubra Beach (377 Eastgardens & Maroubra Junction trips) 10.
- Sat City (Circular Quay)-Maroubra Beach 15.
- Sun City (Circular Quay)-Maroubra Beach 20.

A – Morning peak hour & night, City (Circular Quay)-South Maroubra. Day, City (Circular Quay)-Eastgardens 20. Extra trips Thursday nights, **from** Eastgardens **to** South Coogee (last trip 9.37pm).

B – Early morning & night, City (Circular Quay)-South Maroubra. Day, City (Circular Quay)-Maroubra Beach 15, City (Circular Quay)-Eastgardens 30.

C – To City (Circular Quay).

D – Day, City (Circular Quay)-Eastgardens 20. Night, City (Circular Quay)-South Maroubra.

E – To Eastgardens.

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

S – To South Maroubra.

23 June 2002

City – Maroubra Beach via South Coogee routes

376, 377, X77

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
376: City (Circular Quay)-Central Rly-Maroubra Beach	49	M-F	Maroubra Bch	6.20am	Circular Quay	6.54pm	20*	
		Sat		8.17am		7.02pm	30	
		Sun		8.23am		6.59pm	30	
377: City (Circular Quay)-Darlinghurst-Maroubra Beach	45	M-F	Maroubra Bch	5.21am	Circular Quay	12.25am	20*	
		Sat		5.27am		12.25am	30	
		Sun		6.20am		12.25am	30	
X77: City (Museum or C/Quay)-Maroubra Beach (express)	41	M-F	Maroubra Bch	6.40am	Circular Quay	6.11pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

- M-F City (Circular Quay)-Maroubra Beach (376, 377) 10.
- Sat City (Circular Quay)-Maroubra Beach (376, 377) 15.
- Sun City (Circular Quay)-Maroubra Beach (376, 377) 15.

* More frequent in peak hours.

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

4 October 2015

City – Maroubra Beach via South Coogee routes

376, 377, X77

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
376: City (Railway Square)-Maroubra Beach	37	M-F	Maroubra Bch	6.21am	Railway Sq	7.06pm	30*	
		Sat		8.17am		7.13pm	30	
		Sun		8.22am		7.11pm	30	
377: City (Circular Quay)-Darlinghurst-Maroubra Beach	45	M-F	Maroubra Bch	5.21am	Circular Quay	12.25am	30*	
		Sat		5.27am		12.25am	30	
		Sun		6.15am		12.25am	30	
X77: City (Museum or Spring St)-Maroubra Bch (<i>exp</i>)	41	M-F	Maroubra Bch	6.41am	Spring St	6.13pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

- M-F Moore Park-Maroubra Beach (376, 377) 15.
- Sat Moore Park-Maroubra Beach (376, 377) 15.
- Sun Moore Park-Maroubra Beach (376, 377) 15.

* More frequent in peak hours.

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

Route 377X

CITY (Museum Station or Martin Pl) – RANDWICK – MAROUBRA BEACH (EXPRESS)

Timeline

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

- X77 in previous entry renumbered 377X,
- City terminus (departing) altered to Martin Pl.
- 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 City (Martin Pl) (in Castlereagh St) via Castlereagh St, Goulburn St, Elizabeth St, Albion St, Flinders St, Moore Park Busway, Alison Rd, Cook St, Belmore Rd (**Randwick**), Perouse Rd, Oberon St, Arden St, Malabar Rd, Torrington St, 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 Moore Park Busway, then Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Museum Station (City).

Timetable Summary

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Museum Stn or Martin Pl)-Maroubra Beach	38	M-F	Maroubra Bch	6.05am	Martin Pl	7.06pm	Ph	
		Sat						
		Sun						

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

Route 378

SANS SOUCI – ALEXANDRIA (ANA, Bourke Rd) (INDUSTRIAL) ■

Timeline

21 September 1947: Peak hour service Dolls Point – Alexandria (ANA, Bourke Rd) commenced by Department of Road Transport & Tramways.

By 25 January 1960: Extended to run Sans Souci – Alexandria (ANA, Bourke Rd).

25 January 1960: Renumbered 078 as part of the renumbering of industrial routes into the 001-099 series.

Route 378

CITY (Railway Square) – BONDI JUNCTION – BRONTE BEACH ■

Also:

- **Summer Sunday express (1960-7) over a similar route**

Timeline

28 February 1960:

- Full time service (including Summer Sunday express) commenced by Department of Government Transport, replacing Railway Square – Bronte Beach tram service.
- Shared most of route with 379 until 24 June 1979 (opening date of Eastern Suburbs Railway), when 379 ceased.

1967: Summer Sunday express ceased.

24 June 1979: Frequency improved daily as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

1 January 2005: Became part of Contract Region 9.

4 October 2015: Amalgamated with 440 as 440, Rozelle – City – Bronte Beach, as a result of light rail construction in George St, City/new CBD bus network.

Streets

From 28 February 1960

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Bronte Rd, Albion St (**Waverley**), Macpherson St, Bronte Rd to Bronte Beach bus terminal. Reverse on return.

Alteration

From 24 June 1979 (opening date of Eastern Suburbs Railway): Ex City (Railway Square) from Oxford St via Newland St, Bondi Junction Interchange, Grosvenor St, Bronte Rd. Reverse on return.

Timetable Summary

April 1967

City – Bronte Beach routes

378, 379

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
378: City (Railway Square)-Bronte Beach	31	M-F	Bronte Beach	5.36am	Railway Sq	12.20am	15*	A
		Sat		5.40am		12.50am	15	A
		Sun		6.19am		11.14pm	15	
379: City (Circular Quay)-Bronte Beach	33	M-F	Circular Quay	4.35am	Circular Quay	11.46pm	15*	B
		Sat		4.35am		11.42pm	15	B
		Sun		6.55am		12.00mn	15	

Average day frequencies along common route:

M-F City (Liverpool St)-Bronte Beach (378, 379) 7/8.

Sat City (Liverpool St)-Bronte Beach (378, 379) 7/8.

Sun City (Liverpool St)-Bronte Beach (378, 379) 7/8.

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

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

24 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
378: City (Railway Square)-Bronte Beach	Fr Bronte 11B 35R	M-F	Bronte Beach	5.04am	Railway Sq	11.51pm	10*	A
		Sat		5.04am		11.51pm	10	A
		Sun		6.18am		11.06pm	C	

* More frequent in peak hours.

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

B – To Bondi Junction.

C – City (Railway Square)-Bronte Beach 20, Bondi Junction-Bronte Beach 10. Plus short-working/s before first trip & after last trip shown.

R – To City (Railway Square).

22 October 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
378: City (Railway Square)-Bronte Beach	38	M-F	Railway Sq	4.50am	Railway Sq	12.02am	10*	A
		Sat		5.05am		12.02am	10	A
		Sun		6.00am		11.02pm	20	A

* More frequent in peak hours.

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

Route 379

COOGEE BEACH – RANDWICK – MAROUBRA BEACH ■

Timeline

27 September 1942: Due to wartime conditions:

- Sunday services on 374 & 399 curtailed to run as a feeder service, from Coogee Beach & Maroubra Beach respectively to Randwick Junction & amalgamated as 379.
- Weekday off-peak service similarly cut (Coogee terminus at Mount St or Beach?) & amalgamated from 12 October 1942.
- Operated by Department of Road Transport & Tramways.

13 April 1947: Replaced by restoration of full services on 374 & 399.

Streets

Circa 1946

From Coogee Beach (Dolphin St) via Beach St [former street], Bream St, Carrington Rd, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St, Arden St, Malabar Rd, Torrington Rd, Marine Pde to The Corso (?) (Maroubra Beach).

From Maroubra Beach (Marine Pde at The Corso?) via Marine Pde, The Corso, Duncan St, Torrington Rd, then reverse route to Bream St, then Arden St, Dolphin St (Coogee Beach).

Route 379

CITY (Circular Quay) – BONDI JUNCTION – BRONTE BEACH ■

Timeline

28 February 1960: Full time service commenced by Department of Government Transport, replacing Circular Quay – Bronte Beach tram service. Shared most of route with 378.

24 June 1979: Ceased as part of rearrangement of routes upon opening of the Eastern Suburbs Railway. 378 continued as City (Railway Square) – Bronte Beach.

Streets

From 28 February 1960

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Bronte Rd, Albion St (**Waverley**), Macpherson St, Bronte Rd to Bronte Beach bus terminal.

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

Timetable Summary

See 378

Route 379

NORTH BONDI – BONDI JUNCTION – BRONTE BEACH via Glenayr Av

Route X79

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

Timeline

26 November 2017:

- Bondi Junction – North Bondi part of 389 amalgamated with Bondi Junction – Bronte Beach part of 378 as 379.
- Part of Contract Region 9.
- X79 morning peak hour service renumbered from X89.
- Operated by State Transit Authority of NSW.

23 September 2018: X79 ceased. All service provided by 379.

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 26 November 2017

Route 379

North Bondi – Bondi Junction – Bronte Beach via Glenayr Av

From North Bondi (bus terminal) via Military Rd, Blair St, Wairoa Av, Murriverie Rd, Mitchell Rd, Blair St, Glenayr Av, O'Brien St, Old South Head Rd, Oxford St, Grosvenor St, **Bondi Junction** Interchange, Grosvenor St, Bronte Rd, Albion St (**Waverley**), Macpherson St, Bronte Rd to Bronte Beach bus terminal. Reverse on return.

Route X79

North Bondi – Bondi Junction via Glenayr Av

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

Timetable Summary

26 November 2017

North Bondi – Bondi Junction via Glenayr Av routes

379, X79

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
379: North Bondi-Bondi Junction-Bronte Beach	Fr Nth B 21J 38B	M-F	North Bondi	4.27am	Bronte Beach	12.41am	10*	A
		Sat		4.26am		1.22am	10	C
		Sun	Bronte Beach	6.26am		11.27pm	D	
X79: North Bondi-Bondi Junction	21	M-F	North Bondi	7.10am	North Bondi	8.40am	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

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

B – To Bronte Beach.

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

D – North Bondi-Bondi Junction 10, North Bondi-Bronte Beach 20. Plus short-working/s before first trip & after last trip shown.

J – To Bondi Junction.

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

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
379: North Bondi-Bondi Junction-Bronte Beach	Fr Nth B 23J 38B	M-F	North Bondi	4.36am	Bronte Beach	12.46am	10*	A
		Sat		4.46am		1.26am	10	
		Sun		4.46am		12.56pm	10	

* More frequent in peak hours.

A – Plus extra trip Friday night.

B – To Bronte Beach.

J – To Bondi Junction.

Route 380

BONDI JUNCTION – RANDWICK – ALEXANDRIA (Snowy River Commission, De Havillands, O’Riordan St) (INDUSTRIAL) ■

Timeline

(?): Peak hour service Randwick Junction – Alexandria (Snowy River Commission, DeHavillands, O’Riordan St) commenced by Department of Road Transport & Tramways.

28 March 1947: Extended to run Bondi Junction – Alexandria (Snowy River Commission, DeHavillands, O’Riordan St).

25 January 1960: Renumbered 080 as part of the renumbering of industrial routes into the 001-099 series.

Route 380

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS – WATSONS BAY

- **Via Denham St (until 2001), then via Bondi Rd**

Timeline

28 February 1960: As part of the replacement of Circular Quay – North Bondi via Bondi Junction tram service by buses:

- Daily full time (continuous on weekdays) service City (Circular Quay) – North Bondi, commenced, running via Denham, Fletcher & Dudley Sts, Bondi.
- Shared route at different times between various points in the City – North Bondi area with other routes in the 378-382 range.
- Operated by Department of Government Transport.

(?): Supplementary trips ran Bondi Junction – Showground, commenced when fixtures being held at Showground.

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

- Extended from North Bondi to Dover Heights, providing a full time service City (Circular Quay) – Dover Heights, replacing most trips on 381 City (Railway Square) – Dover Heights.
- Supplemented by regular daytime short-workings Bondi Junction – Bondi (Denham St) or Bondi Beach or North Bondi.
- Also supplemented by peak hour 382 City (Circular Quay) – Dover Heights.
- Shared City – Bondi Junction with 378 (440 from 4 October 2015 to 23 September 2018).

28 March 1980: Supplementary trips Bondi Junction – Showground renumbered 5 [Sports route number].

From 25 January 1990 to 24 February 1990: Additional midnight-to-dawn service ran daily City (Circular Quay – North Bondi).

22 October 1995: Base service curtailed to run City (Circular Quay) – North Bondi, but extended to Dover Heights in early mornings & at night Mondays-Sundays. Service between North Bondi & Dover Heights during daylight hours replaced by new L82.

30 April 2001: As part of rearrangement & renumbering of Bondi Junction – North Bondi routes:

- 380 continued as City (Circular Quay) – North Bondi (selected trips extended to Dover Heights), but rerouted via Bondi Rd direct (*not* via Denham, Fletcher & Dudley Sts).
- 381 Bondi Junction – Bondi Beach or North Bondi, short-workings, which continued to run via Denham, Fletcher & Dudley Sts, renumbered from 380.

23 June 2002: As a result of “Better Buses” Eastern Suburbs service review, selected late afternoon trips extended from Dover Heights to Watsons Bay, supplementing L82, which provided service there during most daylight hours,

1 January 2005: Became part of Contract Region 9.

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

- Extended from North Bondi to Dover Heights at most times & further extended from Dover Heights to Watsons Bay during daylight hours, replacing ceased L82.
- New 333 limited stop service, City (Circular Quay) – North Bondi (selected peak hour trips extended to Dover Heights), commenced, which shared route with equivalent part of 380.

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

- Curtailed to run Bondi Junction – Watsons Bay.
- City (Circular Quay) – Bondi Junction replaced by increased frequency on 333, plus M40 (M40 renumbered 340 from 28 April 2019 until it ceased on 24 January 2021).
- Trips previously terminating at Dover Heights extended to South Head Cemetery.

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

Streets

City (Circular Quay) – North Bondi via Denham St

From 28 February 1960

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

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

City (Circular Quay) – North Bondi – Dover Heights via Denham St

From 24 June 1979

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington**), Newland St, **Bondi Junction Interchange**, Grosvenor St, Bondi Rd, Denham St, Fletcher St, Dudley St, Bondi Rd, Campbell Pde (**Bondi Beach, North Bondi**), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd, Oceanview Av, Old South Head Rd, Military Rd to near Old South Head Rd (Dover Heights).

From Dover Heights (Military Rd at Old South Head Rd) via Military Rd, Kobada Rd, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

City (Circular Quay) – North Bondi – Dover Heights via Bondi Rd direct

Alteration

From 30 April 2001: Ex City (Circular Quay) from Bondi Rd via Campbell Pde (*not* via Denham St, Fletcher St, Dudley St). Reverse on return.

City (Circular Quay) – North Bondi – Dover Heights via Bondi Rd direct (selected trips extended to Watsons Bay)

Alteration

From 23 June 2002

Watsons Bay extension: From Dover Heights (Old South Head Rd/Military Rd) via Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

Bondi Junction – Watsons Bay via Bondi Rd direct

From 23 September 2018

From Bondi Junction (Interchange) via Grosvenor St, Oxford St, Bondi Rd, Campbell Pde (**Bondi Beach, North Bondi**), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd (**Dover Heights**), Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

Timetable Summary

December 1966

City – Bondi Junction – North Bondi routes 380, 381, 382, 386

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
380: City (Circular Quay)-North Bondi via Denham St	38	M-F	North Bondi	3.50am	Circular Quay	3.40am	15*	A
		Sat		3.50am		2.30am	15	B
		Sun		5.20am		12.35am	15	E
381: City (Railway Square)-Dover Heights via Denham St	Fr Rly Sq 36N 46D	M-F	North Bondi	4.05amR	Railway Sq	11.50pmD	F	
			Railway Sq	5.11amD				
		Sat	North Bondi	4.13amR		11.46pmD	G	
			Dover Heights	5.59amR		1.09amN		
		Sun	Railway Sq	5.56amN	Dover Heights	11.45pmR	H	
			Dover Heights	6.44amR				
382: City (C/Quay)-Dover Hts (Lancaster Rd) via Bondi Rd†	44	M-F	Lancaster Rd	7.30amC	Circular Quay	6.37pmD	Ph1	
		Sat	Dover Heights	7.48amC	Dover Heights	9.20amC	Ms	
		Sun						
386: City (Railway Sq)-North Bondi via Bondi Rd (express)		M-F	Railway Sq	4.04pm	Railway Sq	5.44pm	Ph2	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City (Liverpool St)-North Bondi (380, 381) 7/8.

Sat City (Liverpool St)-North Bondi (380, 381) 7/8.

Sun City (Liverpool St)-North Bondi (380, 381) 7/8.

* More frequent in peak hours.

† Extended to Dover Heights (Military Rd) in afternoon peak hour & Saturday morning.

A – Continuous service, Monday night/Tuesday morning to Friday night/Saturday morning.

B – Plus short-workings City (Circular Quay)-Bondi Beach in the morning.

C – To City (Circular Quay).

D – To Dover Heights (Military Rd).

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

F – City (Railway Square)-North Bondi 15*, City (Railway Square)-Dover Heights 30*.

G – Early morning & late night, City (Railway Square)-North Bondi. Day, City (Railway Square)-Dover Heights 15. Plus short-working/s after last trip shown.

H – Early morning, City (Railway Square)-North Bondi. Day, City (Railway Square)-North Bondi 15, City (Railway Square)-Dover Heights 30. Plus short-working/s after last trip shown.

Ms – Morning service from Dover Heights.

N – To North Bondi.

Ph1 – Peak hours only (morning from Dover Heights (Lancaster St), afternoon from City (Circular Quay)).

Ph2 – Afternoon peak hour only (from City (Railway Square) to North Bondi).

R – To City (Railway Square).

24 June 1979

**City – Bondi Junction – North Bondi routes
380-382**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
380: City (Circular Quay)-Dover Heights via Denham St	Fr C/Quay 26J 43N 53D	M-F	North Bondi	3.50amC	Circular Quay	11.45pmD	A	
			Dover Heights	5.21amC				
		Sat	North Bondi	3.50amC		11.45pmD	B	
			Dover Heights	5.21amC				
		Sun	North Bondi	6.16amC		10.48pmD 11.18pmN	E	
			Dover Heights	6.46amC				
381: City (Railway Sq)-North Bondi via Denham St†	37	M-F	North Bondi	4.05amR	Railway Sq	4.52amD 5.19amN	Ms	
		Sat		4.30amR		5.19amN	Ms	
		Sun		5.20amR	North Bondi	5.59amR	Ms	
382: City (Circular Quay)-Dover Heights via Bondi Rd	52	M-F	Dover Heights	7.44amC	Bondi Junction	5.53pmD	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Limited service extended to Dover Heights.

A – Early morning, City (Circular Quay)-North Bondi. Peak hours & night, City (Circular Quay)-Dover Heights. Day, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 30, Bondi Junction-North Bondi 5. Plus short-working/s or diversions after last trips shown.

B – Early morning, City (Circular Quay)-North Bondi.

Morning, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 20, Bondi Junction-Bondi (Denham St) 5.

Afternoons, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 20, Bondi Junction-Bondi Beach 9 trips per hour (as a result of supplementary trips Bondi Junction- Bondi Beach).

Night, City (Circular Quay)-Dover Heights.

Plus short-working/s or diversions after last trips shown.

C – To City (Circular Quay).

D – To Dover Heights.

E – Early morning, City (Circular Quay)-North Bondi. Day, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 30, Bondi Junction-Bondi Beach 9 trips per hour. Plus short-working/s or diversions after last trips shown.

J – To Bondi Junction.

Ms – Early morning service.

N – To North Bondi.

Ph – Peak hours only (morning from Dover Heights to City (Circular Quay), afternoon from Bondi Junction to Dover Heights)). Plus short-working/s before first trip shown.

R – To City (Railway Sq).

21 November 1993

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

380, 382

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
380: City (Circular Quay)-Dover Heights via Denham St	Fr C/Quay 45N 55D	M-F	North Bondi	3.50amC	Circular Quay	11.43pmD	A	
			Circular Quay	4.30amD		3.15amN		
		Sat	North Bondi	3.44amC	Circular Quay	11.43pmD	B	
			Circular Quay	4.30amD		3.15amN		
		Sun	North Bondi	5.22amC	Dover Heights	1.54pmC	E	
			Circular Quay	6.43amD	Circular Quay	3.15amN		
382: City (Circular Quay)-Dover Heights via Bondi Rd	55	M-F	Dover Heights	5.43am	Circular Quay	6.26pm	20	
		Sat		8.46am		5.21pm	20	
		Sun						

Average day frequencies along common route:

- M-F City (Circular Quay)-North Bondi (380, 382) 5.
- Sat City (Circular Quay)-North Bondi (380, 382) 9 trips per hour.
Bondi Junction-North Bondi (380, 382) 12 trips per hour.
- Sun City (Circular Quay)-North Bondi (380) 10.

* More frequent in peak hours.

A – Early morning & night, City (Circular Quay)-North Bondi or Dover Heights. Day, City (Circular Quay)-North Bondi mostly 5 (but 10 when 382 trips tabled in lieu). Midnight-to-dawn, mainly City (Circular Quay)-North Bondi (selected trips extended to Dover Heights). Service continuous from City (Circular Quay) to North Bondi, early morning Tuesdays-Saturdays.

B – City (Circular Quay)-North Bondi 6 trips per hour, Bondi Junction-North Bondi 8 trips her hour.

C – To City (Circular Quay).

D – To Dover Heights.

E – City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 20. Plus short-working/s after last trip shown.

N – To North Bondi.

22 October 1995

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

380, 382, L82

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
380: City (Circular Quay)-North Bondi-Dover Heights via Denham St	Fr C/Quay 51N 59D	M-F	Circular Quay	4.10amN	Circular Quay	11.43pmD	A	
			Dover Heights	5.20amC		3.10amN		
		Sat	North Bondi	3.30amC		11.43pmD	E	
			Circular Quay	4.10amD		3.10amN		
		Sun	North Bondi	5.20amC		11.13pmD	F	
Dover Heights	6.42amC		3.10amN					
382: Bondi Junction-Bondi Beach via Bondi Rd†	56	M-F	Dover Heights	5.41amC	Dover Heights	6.24amC	G	
		Sat						
		Sun	Bondi Junction	10.47amB	Bondi Beach	6.07pmJ	G	
L82: City (Circular Quay)-North Bondi-Dover Heights‡	48	M-F	Dover Heights	6.42am	Circular Quay	7.03pm	20*	
		Sat		9.05am		6.06pm	20	
		Sun		9.07am		6.08pm	20	

Daytime trips per hour along common route (stopping patterns vary between routes):

- M-F City (Circular Quay)-North Bondi (380, L82) 15 trips per hour.
- Sat City (Circular Quay)-North Bondi (380, L82) 12 trips per hour.
- Bondi Junction-North Bondi (380, L82) 15 trips per hour.
- Sun City (Circular Quay)-North Bondi (380, L82) 9 trips per hour.
- Bondi Junction-Bondi Beach (380, L82) 12-22 trips per hour.

* More frequent in peak hours.

† Extended to start from Dover Heights early weekday mornings.

‡ Via Bondi Rd.

A – Peak hours & night, City (Circular Quay)-North Bondi (selected trips extended to Dover Heights). Day 5.
Service continuous City (Circular Quay) – North Bondi.

B – To Bondi Beach.

C – To City (Circular Quay).

D – To Dover Heights.

E – Early morning & night, City (Circular Quay)-North Bondi (selected trips extended to Dover Heights). Day, City (Circular Quay)-North Bondi 10, Bondi Junction-North Bondi 5. Service continuous City (Circular Quay) – North Bondi.

F – Early morning & night, City (Circular Quay)-North Bondi (selected trips extended to Dover Heights). Day, City (Circular Quay)-North Bondi 10, Bondi Junction-North Bondi 5. Service continuous City (Circular Quay) – North Bondi.

G – Early morning, from Dover Heights to City (Circular Quay).

H – Day, from Bondi Junction to Bondi Beach 20 (frequency). Afternoon, from Bondi Beach to Bondi Junction 6-9 trips per hour.

J – To Bondi Junction.

N – To North Bondi.

8 October 2006

City – Bondi Junction – North Bondi – Dover Heights routes

333, 380-382

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
333: City (Circular Quay)-North Bondi via Bondi Rd†	Fr C/Quay 38N 46D	M-F	North Bondi	5.26amQ	Circular Quay	5.56pmD	A	
			Dover Heights	7.11amQ		11.55pmN		
		Sat	North Bondi	6.28am		11.56pm	10	
		Sun		7.26am		11.52pm	15	
380: City (Circular Quay)-North Bondi-Dover Heights-Watsons Bay via Bondi Rd	Fr C/Quay 45N 55D 63W	M-F	Circular Quay	4.10amN	Watsons Bay	5.50pmC	E	
			Dover Heights	5.29amQ	Circular Quay	11.45pmD		
			Circular Quay	8.37amW	North Bondi	3.55amC		
		Sat		4.10amN	Watsons Bay	6.34pmC	F	
				6.13amD	Circular Quay	11.46pmD		
				8.54amW	North Bondi	3.55amC		
		Sun		4.11amN	Watsons Bay	6.05pmC	G	
				6.47amC	Dover Heights	11.47pmC		
	9.37amW		North Bondi	3.55amC				
381: Bondi Junction-North Bondi via Denham St	Fr B Jun 12B 15N	M-F	North Bondi	5.23am	Bondi Junction	7.41pmN 9.40pmB	H	
		Sat		6.14am		8.48pm	30	
		Sun		6.10am	North Bondi	7.22pm	I	
382: Bondi Junction-Bondi Beach via Bondi Rd	11	M-F	Bondi Beach	8.22pm	Bondi Beach	12.01am	FNs	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

- M-F City (Circular Quay)-Bondi Junction (333, 380) 12 trips per hour.
Bondi Junction-North Bondi (333, 380, 381) 16 trips per hour.
- Sat City (Circular Quay)-Bondi Junction (333, 380) 10 trips per hour.
Bondi Junction-North Bondi (333, 380, 381) 14 trips per hour.
- Sun City (Circular Quay)-Bondi Junction (333, 380) 8 trips per hour.
Bondi Junction-Bondi Beach or North Bondi (333, 380, 381) 14 trips per hour.

* More frequent in peak hours.

† Selected peak hour trips extended to Dover Heights.

A – Day, City (Circular Quay)-North Bondi 10*, selected peak hour trips extended to Dover Heights (morning from Dover Heights, afternoon to Dover Heights).

B – To Bondi Beach.

C – To City (Circular Quay).

D – To Dover Heights.

E – Peak hours, City (Circular Quay)-Dover Heights. Day, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Watsons Bay 20. Midnight-to-dawn, City (Circular Quay)-North Bondi. City (Circular Quay)-North Bondi service continuous.

F – Early morning, City (Circular Quay)-Dover Heights.

Morning, **from** City (Circular Quay) to Watsons Bay 10, **from** Watsons Bay to City (Circular Quay) 20, **from** North Bondi to City (Circular Quay) 10.

Afternoon, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Watsons Bay 20.

Night, mainly City (Circular Quay)-Dover Heights.

Midnight-to-dawn, City (Circular Quay)-North Bondi. City (Circular Quay)-North Bondi service continuous.

FNs – Friday night service, **from** Bondi Beach only.

G – Early morning, City (Circular Quay)-Dover Heights. Day, City (Circular Quay)-Watsons Bay 15. Night, City (Circular Quay)-Dover Heights. Midnight-to-dawn, City (Circular Quay)-North Bondi. City (Circular Quay)-North Bondi service continuous.

H – First trip & afternoon peak hour, Bondi Junction-North Bondi. Day, Bondi Junction-Bondi Beach 15.

I – Early morning, Bondi Junction-North Bondi. Morning, Bondi Junction-Bondi Beach 10. Afternoon, Bondi Junction-North Bondi 10.

N – To North Bondi.

W – To Watsons Bay.

30 September 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
380: Bondi Junction-Watsons Bay	Fr B Jun 27C 31W	M-F	Sth Head Cem	5.24amB	Watsons Bay	8.46pmB	A	
			Bondi Junction	8.23amW	Bondi Junction	12.21amC		
		Sat	Sth Head Cem	5.39amB	Watsons Bay	8.42pmB	D	
			Bondi Junction	8.40amW	Bondi Junction	12.19amC		
		Sun	Sth Head Cem	6.40amB	Watsons Bay	8.45pmB	D	
			Bondi Junction	8.40amW	Bondi Junction	12.19amC		

A – Morning peak hour & night, Bondi Junction-South Head Cemetery. Day & afternoon peak hour, Bondi Junction-Watsons Bay 15.

B – To Bondi Junction.

C – To South Head Cemetery.

D – Early morning & night, Bondi Junction-South Head Cemetery. Day, Bondi Junction-Watsons Bay 15.

W – To Watsons Bay.

29 April 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
380: Bondi Junction-Watsons Bay	Fr B Jun 28C 35W	M-F	Sth Head Cem	5.24amB	Watsons Bay	8.46pmB	A	
			Bondi Junction	8.23amW	Bondi Junction	12.21amC		
		Sat	Sth Head Cem	5.39amB	Watsons Bay	8.42pmB	D	
			Bondi Junction	8.40amW	Bondi Junction	12.19amC		
		Sun	Sth Head Cem	6.40amB	Watsons Bay	8.45pmB	D	
			Bondi Junction	8.40amW	Bondi Junction	12.19amC		

A – Morning peak hour & night, Bondi Junction-South Head Cemetery. Day & afternoon peak hour, Bondi Junction-Watsons Bay 20.

B – To Bondi Junction.

C – To South Head Cemetery.

D – Early morning & night, Bondi Junction-South Head Cemetery. Day, Bondi Junction-Watsons Bay 15 (20 in Winter).

W – To Watsons Bay.

6 November 2025

Weekend day frequency altered to 20 throughout the year

Route 381

ST PETERS – ALEXANDRIA (Emmco, Joynton Av/O’Dea Av) (INDUSTRIAL) ■

Timeline

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

25 January 1960: Renumbered 081 as part of the renumbering of industrial routes into the 001-099 series.

Route 381

CITY (Railway Square) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS via Denham St ■

- **Summer Sunday express, City (Railway Square) – Bondi Beach (1960-7)**

Timeline

28 February 1960: Services commenced by Department of Government Transport, replacing Railway Square – North Bondi via Bondi Junction tram service:

City (Railway Square) – Dover Heights (full time service), also replacing North Bondi – Dover Heights part of 360.

City (Railway Square) – Bondi Beach (Summer Sunday express service).

1967: Summer Sunday express ceased.

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

- Hours of operation reduced to early morning trips *from* North Bondi *to* City (Railway Square), when Eastern Suburbs Railway not running.
- At other times replaced by existing 380, 382 & Eastern Suburbs Railway.

12 January 1992: Ceased. 380 provided alternative service over most of the route.

Streets

From December 1966

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Bondi Rd, Denham St, Fletcher St, Dudley St, Bondi Rd, Campbell Pde (**Bondi Beach, North Bondi**), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd to Old South Head Rd (Dover Heights). Reverse on return.

Alterations

- **By 24 June 1979:** Approached Dover Heights from Kobada Rd via Military Rd, Oceanview Av, Old South Head Rd to Military Rd. Unaltered on return.
- **From 24 June 1979:** Ex City (Railway Square) from Oxford St (approaching Bondi Junction) via Newland St, Bondi Junction Interchange, Grosvenor St, Oxford St. Reverse on return.

Timetable Summary

See 380

24 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-North Bondi via Denham St		M-F	North Bondi	4.05am	North Bondi	4.30am	2 trips	A
		Sat		4.30am			1 trip	A
		Sun		5.20am		5.59am	2 trips	A

A – *From* North Bondi *to* City (Railway Square) only.

Route 381

BONDI JUNCTION – BRONTE (Bayview St) via Denham St

BONDI JUNCTION – NORTH BONDI via Denham St ■

Timeline

30 April 2001: As part of rearrangement & renumbering of Bondi Junction – North Bondi routes:

- Short-workings of 380 between Bondi Junction & North Bondi only renumbered 381. Supplementary to 380.
- Ran via Denham & Fletcher Sts, replacing rerouted 380 in that area.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 9.

23 September 2018: In a rearrangement of City – Bondi Junction – Watsons Bay routes:

- Altered to Bondi Junction – Bronte (Bayview St) via Denham & Fletcher Sts.
- Replaced part of ceased 361 in the South Bondi area.
- Service to North Bondi replaced by existing 380 & additional frequency on 333.

Streets

Bondi Junction – North Bondi via Denham St

From 30 April 2001

From Bondi Junction (Interchange) via Grosvenor St, Oxford St, Bondi Rd, Denham St, Fletcher St, Dudley St, Bondi Rd, Campbell Pde (**Bondi Beach**) to North Bondi bus terminal. Reverse on return.

Bondi Junction – Bronte (Bayview St)

From 23 September 2018

From Bondi Junction (Interchange) via Grosvenor St, Oxford St, Bondi Rd, Denham St (**Bondi**), Fletcher St, Alexander St, Gaerloch Av, Dellview St, Pacific Av (**Tamarama**), Tamarama Marine Dr, Bronte Marine Dr, Bayview St (**Bronte**), Hewlett St, Tamarama Marine Dr, Pacific Av, Dellview St, Fletcher St, then reverse route to Bondi Junction.

Timetable Summary

30 April 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-North Bondi via Denham St	Fr B/Jun 15B 18N	M-F	North Bondi	5.20am	Bondi Junction	9.07pm	15	A
		Sat		6.05am		12.08am	20	
		Sun	Bondi Junction	5.08am		7.38pm	AM 10 PM 20	A

A – Most trips ran Bondi Junction – Bondi Beach.

B – To Bondi Beach.

N – To North Bondi.

23 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-Bronte (Bayview St)	33 round trip	M-F	Bondi Junction	5.30am	Bayview St	9.25pm	40*	
		Sat		5.24am		9.11pm	30	
		Sun		5.55am		8.11pm	30	

* More frequent in peak hours.

29 April 2024

Weekend frequency reduced to 40 during winter.

16 November 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Bronte (Bayview St)	32 round trip	M-F	Bondi Junction	5.43am	Bayview St	8.32pm	40*	
		Sat		5.43am		8.32pm	AM 40 PM 20†	
		Sun		5.43am		8.32pm	AM 40 PM 20†	

* More frequent in peak hours.

† Anticipated to be 40 in winter.

Route 382

CITY (Central Railway) – ALEXANDRIA (Spinning Mills) (INDUSTRIAL) ■

Timeline

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

(?): Ceased. Revived as 082 by 1960.

Route 382

CITY (Central Railway) – PADDINGTON (Hampden Av) (INDUSTRIAL) ■

NORTH BONDI – PADDINGTON (Hampden Av) (INDUSTRIAL) ■

Timeline

15 November 1954: Peak hour service City (Central Railway) – Paddington (Hampden Av) commenced by Department of Government Transport, coincident with the replacement of the outer end of the Circular Quay – North Bondi via Bellevue Hill tram service by buses.

5 February 1956: Altered to run North Bondi – Paddington (Hampden Av).

By 1 February 1957: Ceased.

Streets

From North Bondi (tram terminus) via Campbell Pde (**Bondi Beach**), Curlewis St, Birriga Rd (**Bellevue Hill**), Victoria Rd, Edgecliff Rd, (**Woollahra**) Queen St, Ocean St, New South Head Rd (**Edgecliff**), Glenmore Rd, Hampden St (Paddington). Reverse on return.

Timetable Summary

5 February 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Paddington (Hampden Av)		M-F	North Bondi	7.00am	Boundary St	4.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Bondi, afternoon from Paddington (Hampden Av)).

Route 382

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS via Bondi Rd direct ■

Timeline

28 February 1960: Peak hour & limited Saturday morning service commenced by Department of Government Transport, as part of the replacement of Circular Quay – North Bondi via Bondi Junction tram service. Also replaced 362.

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

- Days of service reduced to weekday peak hours.
- Morning trips continued to run from Dover Heights to City (Circular Quay), but afternoon peak hour trips ran from Bondi Junction to Dover Heights only.

By 22 October 1995: Times of service extended to Summer Sundays, when trips ran Bondi Junction – Bondi Beach, supplementary to 380.

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

- Altered to run from Bondi Junction to Dover Heights in the afternoon peak hour only.
- Supplementary service ran Bondi Junction – North Bondi on Friday & Saturday nights.

1 January 2005: Became part of Contract Region 9.

6 October 2006: In a rearrangement of City (Circular Quay) – Bondi Junction – Dover Heights routes:

- Times of service reduced to supplementary service Bondi Junction – Bondi Beach on Friday nights.
- Afternoon peak hour trips from Bondi Junction to Dover Heights replaced by existing 380 (route unaltered) & extension of selected afternoon peak hour trips on 333 from North Bondi to Dover Heights.
- All other service provided by 333, 380 & 381.

Streets

City (Circular Quay) – Dover Heights via Bondi Rd

From December 1966

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Old South Head Rd, Bondi Rd, Campbell Pde (**Bondi Beach, North Bondi**), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd to Old South Head Rd (Dover Heights).

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

Alteration

By 24 June 1979: Ex City (Circular Quay) from Oxford St via Newland St, Bondi Junction Interchange, Grosvenor St, Old South Head Rd, then same route to Kobada Rd, then Military Rd, Oceanview Av, Old South Head Rd to Military Rd. Return via Military Rd, Kobada Rd, then reverse route.

Route L82

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS – WATSONS BAY via Bondi Rd direct (LIMITED STOPS)■

Timeline

22 October 1995: Daily daytime service, City (Circular Quay) – Dover Heights, commenced by State Transit Authority of NSW, replacing most daytime trips on 382.

6 April 1997: Extended as City (Circular Quay) – Dover Heights – Watsons Bay.

1 January 2005: Became part of Contract Region 9.

8 October 2006: Replaced by new 333 & extension of 380 from North Bondi to Watsons Bay.

Streets

City (Circular Quay) – Dover Heights via Bondi Rd

From 22 October 1995

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst, Paddington), Newland St, **Bondi Junction Interchange**, Grosvenor St, Bondi Rd, Campbell Pde (Bondi Beach, North Bondi), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd, Oceanview Av, Old South Head Rd, Military Rd to Old South Head Rd (Dover Heights).

From Dover Heights (Military Rd at Old South Head Rd) via Military Rd, Kobada Rd, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

City (Circular Quay) – Watsons Bay via Bondi Rd

Alteration

From 6 April 1997: Extended from Dover Heights (Old South Head Rd/Military Rd) via Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

Timetable Summary

See 380

Route 383

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

Timeline

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

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

23 July 1949: Renumbered 083.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Darlinghurst, Paddington, Bondi Junction, Waverley, Bronte Beach,

Route 383

CITY (Martin Pl) – SOUTH BONDI (EXPRESS) ■

Timeline

17 August 1959: Peak hour express service commenced by Department of Government Transport, in anticipation of replacement of Circular Quay – Bondi Junction – North Bondi tram service by buses. Supplementary to 380 from 28 February 1960.

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

Streets

From 17 August 1959 (based on March 1967 timetable)

From City (Martin Pl) (at Phillip St) via Martin Pl, Elizabeth St, Albion St, Flinders St, Moore Park Rd, Oxford St (Paddington, Bondi Junction), Denham St, Fletcher St, Sandridge St to Wilga St (South Bondi).

From South Bondi (Sandridge St at Wilga St) via reverse route to Flinders St, then Campbell St, Hunt St, Goulburn St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

By 10 August 1974: From City (Elizabeth St at Martin Pl)

Timetable Summary

March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- South Bondi (<i>express</i>)	25	M-F	South Bondi	7.00am	Martin Pl	5.50pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Bondi, afternoon from City (Martin Pl)).

Route 384

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

Timeline

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

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

23 July 1949: Renumbered 084.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Darlinghurst, Paddington, Bondi Junction, Waverley, Bronte Beach,

Route 384

CITY (Circular Quay) – ROSEBERY – DACEYVILLE■

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

Timeline

8 May 1954: Sunday service commenced by Department of Government Transport, replacing both Circular Quay – Rosebery & Circular Quay – Daceyville via Waterloo tram services on Sundays.

23 June 1957: Replaced by full time 343 over same route, when the Circular Quay – Rosebery & Circular Quay – Daceyville via Waterloo tram services were fully replaced by buses.

Streets

From 8 May 1954 (based on 22 August 1955 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av (**Rosebery**), Harcourt Pde, Botany Rd, Gardeners Rd to Nine Ways (Daceyville).

From Daceyville (Gardeners Rd at Nine Ways) via reverse route to Hunter St, then Bligh St, Bent St, Loftus St, Alfred St to Circular Quay (City).

Timetable Summary

22 August 1955

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Rosebery-Daceyville	32	M-F						
		Sat						
		Sun	Circular Quay	6.32am	Circular Quay	11.04pm	AM 30 PM 15	

Route 384

Route X84

CITY (Martin Pl) – KINGS CROSS – NORTH BONDI via Curlewis St (EXPRESS) ■

- **Eastern Suburbs Railway feeder: BONDI JUNCTION – NORTH BONDI via Curlewis St (EXPRESS)**

Timeline

11 January 1960: Peak hour express service, 384 City (Martin Pl) – Bondi Beach, commenced by Department of Government Transport, in anticipation of replacement of Circular Quay – Bondi Junction – North Bondi tram service by buses.

25 June 1979: Curtailed to run as a feeder service, Bondi Junction – North Bondi as part of rearrangement of routes upon opening of the Eastern Suburbs Railway. City – Bondi Junction replaced by Eastern Suburbs Railway.

4 August 1991: Renumbered X84.

1 January 2005: Became part of Contract Region 9.

23 September 2018: Ceased. All service provided by other routes.

Streets

Route 384

City (Martin Pl) – North Bondi

From March 1967

From City (Martin Pl) (at Macquarie St) via Elizabeth St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff**), Ocean St, Queen St (**Woollahra**), Edgecliff Rd, Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Curlewis St, Campbell Pde (**Bondi Beach**) to North Bondi bus terminal.

From North Bondi (bus terminal) via reverse route to Park St, then Elizabeth St to Martin Pl (City).

Routes 384 & X84

Bondi Junction – North Bondi

From 25 June 1979

From Bondi Junction (Interchange) via Grosvenor St, Grafton St, Newland St, Edgecliff Rd, Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Curlewis St, Campbell Pde (**Bondi Beach**) to North Bondi bus terminal.

From North Bondi (bus terminal) via reverse route to Edgecliff Rd, then Grosvenor St to Bondi Junction Interchange.

Alterations

- **By 4 November 1984:** From Bondi Junction Interchange via Grosvenor St, Oxford St, Old South Head Rd. Reverse on return.
- **By November 1987:** Approached Bondi Junction from Old South Head Rd via Edgecliff Rd, Grosvenor St to Interchange. Unaltered on return.
- **By 19 February 1989:** Ex Bondi Junction from Old South Head Rd via Curlewis St (**not** via Birriga Rd). Reverse on return.
- **By 22 October 1995:** From Bondi Junction Interchange via Grosvenor St, Edgecliff Rd. Reverse on return.

Timetable Summary

March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
384: City (Martin Pl)-North Bondi (<i>express</i>)	26	M-F	North Bondi	7.00am	Martin Pl	5.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Bondi, afternoon from City (Martin Pl)).

25 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
X84: Bondi Junction-North Bondi (<i>express</i>)	12	M-F	North Bondi	6.58am	Bondi Junction	5.58pm	Ph	
		Sat						
		Sun						

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

Route 385

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

Timeline

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

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

23 July 1949: Renumbered 085.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Darlinghurst, Moore Park, Randwick, Coogee Beach.

Route 385

CITY (various termini) – MASCOT AIRPORT (INDUSTRIAL from 1967)■

(Sydney Airport is also commonly known as Mascot Airport. Terminal facilities were located solely at the site of the current Domestic Terminal until 1970, when the International Terminal was opened.)

Timeline

28 May 1950: Full time service City (Wynyard) – Mascot Airport commenced by Department of Road Transport & Tramways.

4 December 1950: Service considerably reduced, but still daily.

31 January 1951: Days of service reduced to weekdays.

By May 1967:

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

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

3 November 1986: Combined with 009 & renumbered 085 [Sydney Region route numbers].

Streets

City (Wynyard) – Mascot Airport

From 28 May 1950

From Mascot Airport via Ross Smith Av, Melrose St [former street], Lords Rd, Botany Rd, Gardeners Rd, O’Riordan St (**Mascot, Alexandria**), Wyndham St, Bourke Rd*, Bowden St*, McEvoy St*, Henderson Rd, Regent St (**Redfern**), Cleveland St, Chalmers St, Randle St, Elizabeth St, Martin Pl, Macquarie St, Bridge St, George St, Grosvenor St, York St to Margaret St (Wynyard, City).

(* Temporary route while southern end of Wyndham St closed to traffic.)

From City (Wynyard) (York St at Margaret St) via York St, Margaret St, Clarence St, Jamison St, Lang St, Grosvenor St, then reverse route to Mascot Airport.

Alteration

From 21 August 1950

Ex Mascot Airport from O’Riordan St, via Wyndham St, Henderson Rd. Reverse on return.

From 28 May 1950

From Mascot Airport via Ross Smith Av, Melrose St [former street], Lords Rd, Botany Rd, Gardeners Rd, O’Riordan St (**Mascot, Alexandria**), Wyndham St, Henderson Rd, Regent St (**Redfern**), George St, Rawson Pl, Eddy Av, Elizabeth St, Hunter St, Macquarie St, Bridge St, George St, Grosvenor St, Lang St, York St to Margaret St (Wynyard, City).

From City (Wynyard) (York St at Margaret St) via York St, Margaret St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Bridge St, Macquarie St, Martin Pl, Elizabeth St, Eddy Av, Pitt St, Lee St, Regent St, Henderson Rd, Wyndham St, O’Riordan St, Gardeners Rd, Botany Rd, Lords Rd to Mascot Airport

City (Wynyard or Circular Quay) – Mascot Airport

By May 1967

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

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

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

Alterations

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

City (Bridge St or Circular Quay) – Sydney Airport

Alteration

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

Timetable Summary

28 May 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Mascot Airport	39	M-F	Wynyard	5.08am	Mascot Airport	11.40pm	30*	
		Sat		6.08am		11.15pm	AM 45 PM 30	
		Sun		6.08am		11.15pm	AM 45 PM 30	

* More frequent in peak hours.

4 December 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Mascot Airport		M-F	Wynyard	6.20am	Mascot Airport	11.15pm	10 trips	A
		Sat		6.20am		11.15pm	3 trips	A
		Sun		6.20am		11.15pm	3 trips	A

A – Gap/s in service

4 June 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Mascot Airport	36	M-F	Wynyard	6.20am	Mascot Airport	5.05pm	9 trips	A
		Sat						
		Sun						

A – Gap/s in service

May 1967

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

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

Route 386

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

Timeline

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

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

23 July 1949: Renumbered 086.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Moore Park, Randwick, Coogee Beach.

Route 386

CITY (Eddy Av, Central Railway) – ALEXANDRIA ■

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

Timeline

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

22 May 1954: Replaced by extended 300.

Streets

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

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

Route 386

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

Timeline

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

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

1 February 1957: City terminus altered to Macquarie St.

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

Streets

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

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

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

Timetable Summary

5 February 1956

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

A – Early morning, Tuesday-Saturday.

B – Early morning, Sunday.

Ns – Night service.

Route 386

CITY (Railway Square) – WEST KENSINGTON

Timeline

14 September 1959: Peak hour service commenced by Department of Government Transport, replacing peak hour Central Railway – West Kensington tram service.

1 November 1959: Renumbered 305.

Streets

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

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

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

Route 386

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

Timeline

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

7 May 1962: Extended to run City (Railway Square) – North Bondi.

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

Streets

By December 1966

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

Timetable Summary

See 380

Route 386

BONDI JUNCTION – ROSE BAY – VAUCLUSE

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

Timeline

23 June 2002:

- New daily daytime route as a result of “Better Buses” Eastern Suburbs service review, partly replacing eased 322.
- Shared Bondi Junction – Rose Bay (Old South Head Rd/Dover Rd) with 387.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 9.

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

Streets

From 23 June 2002

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

Timetable Summary

See 387

Route 387

CITY (Circular Quay) – BOTANY – PRINCE HENRY HOSPITAL (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

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

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.
- 337 City (Railway Square) also used.
- Operated by Department of Road Transport & Tramways.

23 July 1949: Renumbered 087.

Streets

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

Route 387

CITY (Circular Quay) – WEST KENSINGTON via Crown St

Timeline

9 May 1954: Sunday service commenced by Department of Government Transport, replacing Circular Quay – West Kensington tram service on that day.

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

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

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

Streets

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

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

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

By 9 December 1957

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

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

Timetable Summary

24 October 1955

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

** 15 on fine Summer Holidays.

A – Service provided by trams along a similar route.

9 December 1957

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

* More frequent in peak hours.

** 15 on fine Summer Holidays.

Route 387

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

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

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

Timeline

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

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

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

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

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

4 August 1991:

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

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

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

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

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

From May 1967

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

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

Edgecliff – Bondi Junction – South Head Cemetery

From 25 June 1979

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

Bondi Junction – South Head Cemetery

From 23 June 2002

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

Timetable Summary

27 July 1963

City – Bellevue Hill via Ocean St routes

387, 388

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

Average day frequencies along common route:

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

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

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

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

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

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

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

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

24 June 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
387: Edgecliff-Bondi Junction-South Head Cemetery	29	M-F	West Bondi	5.52amE	Edgecliff	11.54pmS	15*	A
			Sth Head Cem	6.02amE				
		Sat		5.57am		11.54pm	AM 10 PM 20	B
		Sun		7.33am		11.24pm	30	A

* More frequent in peak hours.

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

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

E – To Edgecliff.

S – To South Head Cemetery.

12 January 1992

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

† Extended to Edgecliff at night & on Sundays.

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

B – To Bondi Junction.

E – To Edgecliff.

S – To South Head Cemetery.

23 June 2002

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

386, 387

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

Average day frequencies along common route:

- M-F Bondi Junction-Rose Bay (Old South Head Rd/Dover Rd) (386, 387) 15.
- Sat Bondi Junction-Rose Bay (Old South Head Rd/Dover Rd) (386, 387) 15.
- Sun Bondi Junction-Rose Bay (Old South Head Rd/Dover Rd) (386, 387) 20.

* More frequent in peak hours.

23 September 2018

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

386, 387

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
386: Bondi Junction-Rose Bay-Vaucluse	22	M-F	Vaucluse	5.53am	Bondi Junction	11.37pm	30*	
		Sat		7.23am		11.47pm	30	
		Sun		8.23am		10.47pm	30	
387: Bondi Jun-Sth Head Cemetery via Old South Head Rd	21	M-F	Sth Head Cem	5.11am	Bondi Junction	12.22am	30*	
		Sat		5.15am		12.32am	30	
		Sun		5.14am		12.32am	30	

Average day frequencies along common route:

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

* More frequent in peak hours.

Route 388

CITY (Circular Quay) – LA PEROUSE via Bunnerong Rd (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 088.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** Darlinghurst, Moore Park, Kensington, Daceyville, Pagewood, Matraville, La Perouse.

Route 388

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

Timeline

14 November 1954:

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

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

26 August 1956: City terminus altered to Martin Pl.

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

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

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

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

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

Streets

City (Macquarie St) – North Bondi

From 5 February 1956

From City (Macquarie St) via Macquarie St, Martin Pl, Elizabeth St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff**), Ocean St (**Woollahra**), Queen St, Edgecliff Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Curlewis St, Campbell Pde (**Bondi Beach**) to North Bondi bus terminal.

From North Bondi (bus terminal) via reverse route to Elizabeth St, then Hunter St, Macquarie St to Bridge St (?) (City).

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

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

Alteration

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

City (Circular Quay, Alfred St) – North Bondi

Alteration

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

5 February 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)-North Bondi via Ocean St	Fr Nth B 17O 33C	M-F	North Bondi	4.22amO 5.32amM	Macquarie St	12.06amN	A	
		Sat		4.25amO 6.07amM		12.05amN	B	
		Sun		6.42amM		11.13pmN	12	

* More frequent in peak hours.

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

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

M – To City (Macquarie St).

N – To North Bondi.

O – To Woollahra (Ocean St).

2 February 1958

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

* More frequent in peak hours.

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

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

C – To City (Circular Quay).

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

N – To North Bondi.

O – To Woollahra (Ocean St).

Timetable Summary

See 387

Route 388

REDFERN – EASTLAKES ■

Timeline

10 October 1984: Wednesday only shopping trips commenced by Urban Transit Authority of NSW, chartered by South Sydney Community Transport Group.

6 February 1986: Day of service altered to Thursday.

After 1995: Ceased.

Streets

From 6 February 1986

From Redfern (Phillip St at George St) via Phillip St, Cope St, Raglan St, Pitt St, Redfern St, Walker St, Kettle St, Morehead St, Phillip St, Baptist St, Cleveland St, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av

(Rosebery), Morley Av, Dalmeny Av, Maloney St, Universal St, St Helena Pde, Barber Av to Eastlakes Shopping Centre.

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

Timetable Summary

6 February 1986

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

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

Route 388

PADDINGTON (Lawson St) – BONDI JUNCTION

Timeline

By 26 November 2017:

- Limited weekday service renumbered from short-working of 389.
- 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 26 November 2017

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

Timetable Summary

26 November 2017

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

A – 1 trip from Paddington (Lawson St) only.

Route 389

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

Also:

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

Route X89

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

Timeline

14 November 1954:

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

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

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

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

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

1 January 2005: Became part of Contract Region 9.

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

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

Streets

Route 389

City (Circular Quay) – North Bondi

By March 1970

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

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

Alterations

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

Route X89

North Bondi – Bondi Junction

From 4 August 1991

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

Timetable Summary

March 1970

City – Paddington – Bondi Junction routes 389, 390, 392

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

Average day frequencies along common route:

M-F City-Paddington-Bondi Junction (389, 390) 10.
 Sat City-Paddington-Bondi Junction (389) 15.
 Sun City-Paddington-Bondi Junction (389) 20.

* More frequent in peak hours.

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

B – To Bondi Junction.

C – To City (Circular Quay).

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

G – To Waverley (Gibson St).

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

August 1974

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

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Extended to Clovelly (Ocean St) on Sundays.

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

B – To Bondi Junction.

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

C – To City (Circular Quay).

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

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

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

G – To Waverley (Gibson St).

O – To Clovelly (Ocean St).

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

S – To South Bondi.

24 June 1979

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

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

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

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

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

21 November 1993

Bondi Junction – North Bondi via Glenayr Av routes

389, X89

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

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

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

Route 389

PYRMONT (various termini) – CITY – PADDINGTON – BONDI JUNCTION – NORTH BONDI via Glenayr Av

Route X89

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

Timeline

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

- 389 in previous entry amalgamated with 443 as 389 Pyrmont (Maritime Museum) – City – Paddington – North Bondi.
- X89 remained unaltered from previous entry
- 389 & X89 shared Bondi Junction – North Bondi.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 9.

26 November 2017:

- Curtailed to run Pyrmont (Maritime Museum) – City – Paddington – Bondi Junction.
- Bondi Junction – North Bondi replaced by new 379.
- By this date short-working Paddington – Bondi Junction renumbered 388. (388 timetable of 26 November 2017 shows this short-working's Paddington terminus as being in Lawson St)
- X89 morning peak hour service renumbered X79.

1 July 2018:

- Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.
- Became part of Contract Region 6.

12 February 2020: Pyrmont terminus altered to The Star Casino.

8 December 2024: Pyrmont terminus reverted to Maritime Museum.

Streets

Route 389

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

From 4 October 2015

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

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

Alteration

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

From 1 July 2018

From Pymont (Maritime Museum) via Pirrama Rd, Harris St, Western Distributor, King St (**City**), Elizabeth St, Park St, William St, Yurong St, Stanley St, Bourke St, Burton St, Barcom Av viaduct, Macdonald St, Brown St, Glenmore Rd (**Paddington**), Gurner St, Cascade St, Hargrave St, Moncur St, Queen St, Ocean St (**Woollahra**), Oxford St, Newland St, Bondi Junction Interchange.

From Bondi Junction (Interchange) via reverse route to Park St, then Druitt St, Clarence St, Western Distributor, Harris St, Pirrama Rd to Maritime Museum (Pymont).

Pymont (The Star Casino) – City – Paddington – Bondi Junction

Alterations

- **From 12 February 2020:** Approached Pymont from Pirrama Rd via Jones Bay Rd, Pymont St, Pymont Bridge Rd, Murray St, Pirrama Rd to The Star Casino. Return via Pirrama Rd.
- **From 5 December 2021:** Ex Pymont (The Star Casino) from King St via York St, Druitt St, Park St. Unaltered on return.
- **From 5 December 2021:** Pymont terminus shown in timetable as “The Star Light Rail”.

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

Alterations

From 8 December 2024:

- Approached Pymont from Pirrama Rd to Maritime Museum (*not* via Pymont St, Pymont Bridge Rd). Return via Pirrama Rd.
- Ex Pymont from King St, City via Sussex St, Market St (*not* York St).

Route X89

North Bondi – Bondi Junction

From 4 August 1991

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

Timetable Summary

4 October 2015

Bondi Junction – North Bondi via Glenayr Av routes

389, X89

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

A – Plus frequent short-workings Bondi Junction-North Bondi in peak hours. Plus short-working/s before first trip & after last trip shown.

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

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

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

26 November 2017

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

* More frequent in peak hours.

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

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

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

1 July 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pyrmont (Maritime Museum)-City-Bondi Junction	44	M-F	Bondi Junction	4.52am	Bondi Junction	12.55am	10*	A
		Sat	Maritime Mus	4.55am		12.20am	15	B
		Sun		6.00am		11.20pm	15	C

* 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 before first trip & after last trip shown (last trip 1.09am from City (Town Hall) to Pyrmont (Maritime Museum)).

5 December 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Pyrmont (The Star Casino)-City-Bondi Junction	44	M-F	The Star	4.58amB	Bondi Junction	12.55amS	12*	A	
		Sat		4.56amB		12.20amS	B		
			The Star		1.05amT				
		Sun		6.26amB	Bondi Junction	11.20pmS		C	
			Town Hall		1.09amS				

* More frequent in peak hours.

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

B – Day & evening, 15. Late night, from Pyrmont (The Star Casino) to City (Town Hall).

C – Day & evening, 15. Late night, Pyrmont (The Star Casino)-City (Town Hall) (both directions).

S – To Pyrmont (The Star Casino).

T – To City (Town Hall).

10 December 2023

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Pyrmont (The Star Casino)-City-Bondi Junction	41	M-F	Bondi Junction	4.59amS	Bondi Junction	1.00amS	10*	A	
		Sat	The Star	4.56amB		12.20amS	B		
			The Star		1.05amT				
		Sun		6.26amB	Bondi Junction	11.20pmS		C	
			Town Hall		1.09amS				

* More frequent in peak hours.

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

B – Day & evening, 15. Late night, from Pyrmont (The Star Casino) to City (Town Hall).

C – Day & evening, 15. Late night, Pyrmont (The Star Casino)-City (Town Hall) (both directions).

S – To Pyrmont (The Star Casino).

T – To City (Town Hall).

8 December 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymont (Maritime Museum)-City-Bondi Junction	40	M-F	Maritime Mus	4.51am	Bondi Junction	1.00am	10*	
		Sat		5.00am		12.20am	15	A
		Sun		6.25am		11.20pm	15	B

* More frequent in peak hours.

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

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

Route 390

PYRMONT (Bayview St) – CITY – WOOLLOOMOOLOO via Pymont Bridge & Grosvenor St, City

- **Extended to Garden Island (selected trips from 1943)**

(Pymont Bridge was replaced by the Western Distributor in 1980-81.)

Timeline

12 October 1942: Peak hour service, supplementary to 392, commenced by Department of Road Transport & Tramways.

Circa 3 May 1943: Extended from Woolloomooloo to Garden Island.

15 March 1948 (*see note † below*):

- Trips *from* Pymont (Bayview St) (or short-workings) *to* Garden Island renumbered 393.
- Trips in reverse direction retained route number 390.

29 December 1959: As part of renumbering Pymont – City – Woolloomooloo – Darlinghurst routes into the Industrial route number series, renumbered 090.

Note †: Article “Pymont Transport History” Part 2 in *Australian Bus* issue no 37 for January/February 2010 suggests date was between 26 November 1949 & 17 September 1951.

Streets

By 23 April 1944

From Pymont (Bayview St) via Point St, Bowman St, Cross St, Scott St, Harris St, Union St, Pymont Bridge, Market St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Bridge St (**City**), Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cres, Lincoln Cr [former street linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via reverse route to Lang St, then York St, Market St, then reverse route to Bayview St (Pymont).

Garden Island extension: From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via Graving Dock Rd to Graving Dock (Garden Island). Reverse on return.

1950s (based on 090 timetable of 4 October 1960)

From Pymont (Bayview St) via Point St, Bowman St, Cross St, Scott St, Harris St, Union St, Pymont Bridge, Market St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Bridge St (**City**), Phillip St, Bent St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Haig Av [former street], Sir John Young Cres, Lincoln Cr [former street linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via Cowper Wharf Roadway, Lincoln Cres, Sir John Young Cres, St Marys Rd, Prince Albert Rd, Queens Square, Macquarie St, Bridge St, George St, Grosvenor St, Lang St, York St, Druitt St, Sussex St, Pymont Bridge, Union St, Pymont Bridge Rd, Harris St, then reverse route to Bayview St (Pymont).

Garden Island extension: From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via Graving Dock Rd to Graving Dock (Garden Island). Reverse on return.

Route 390

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

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

Timeline

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

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

25 June 1962: Morning peak hour express trip commenced.

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

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

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

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

22 October 1995:

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

Streets

City (Circular Quay) – Waverley (Gibson St)

By March 1970

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

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

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

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

From 5 November 1972

Sundays

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

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

Alteration

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

Bondi Junction – Waverley (Gibson St) (extended to Clovelly (Ocean St) on Sundays)
 From 24 June 1979

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

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

Timetable Summary

See 389

24 June 1979

Bondi Junction – Waverley (Birrell St) routes

390, 391

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Extended to Clovelly (Ocean St) on Sundays.

B – To Bondi Junction.

G – To Waverley (Gibson St).

O – To Clovelly (Ocean St).

Route 390

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

Route X90

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

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

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

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

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

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

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

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

Streets

Route 390

City (Circular Quay) – Prince Henry Hospital

From 19 November 1995

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

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

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

Route X90

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

From 19 November 1995

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

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

City (Martin Pl) – Prince Henry Hospital

Alteration

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

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

Alteration

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

Timetable Summary

See 391

Route 390X

BONDI JUNCTION – RANDWICK – LA PEROUSE via Anzac Pde (EXPRESS)

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

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 314, 316, 317, 348, 393, 394, L94, 400 & 400N.
- 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, Cowper St, Cook St, Belmore Rd (**Randwick**), Arthur St, Clara St, High St (**University of NSW**), Anzac Pde (**Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay**) to La Perouse bus terminal. Reverse on return.

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-Randwick-La Perouse	48	M-F	Bondi Junction	4.05am	La Perouse	3.12am	8*	A
		Sat		4.05am		3.12am	8	A
		Sun		4.05am		3.12am	8	A

* More frequent in peak hours.

A – Service continuous Monday-Sunday.

Route 391

DARLINGHURST – WOOLLOOMOOLOO■

- **Extended to Garden Island (selected trips (?) from 1943)**

Timeline

17 August 1942: Peak hour service, supplementary to 392, commenced Department of Road Transport & Tramways.

16 September 1942: Selected trips (?) extended from Woolloomooloo to Garden Island.

15 March 1948 (*see note † below*):

- Trips *from* Pyrmont (Bayview St) or short-workings *to* the Graving Dock on Garden Island, renumbered 393.
- Trips in reverse direction retained route number 391.

29 December 1959: Renumbered 091 as part of renumbering Pyrmont – City – Woolloomooloo – Darlinghurst routes into the Industrial route number series:

Streets

1950s (based on 090 timetable of 4 October 1960)

From Darlinghurst (Oxford St at Bourke St) via Oxford St, Darlinghurst Rd, William St (**Kings Cross**), Bourke St, Cowper Wharf Roadway to Wylde St.

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via Cowper Wharf Roadway, Bourke St, Oxford St to near Bourke St (Darlinghurst).

Garden Island extension: From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via Graving Dock Rd to Graving Dock (Garden Island). Reverse on return.

Route 391

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

Timeline

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

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

Streets

From 28 February 1960 (likely route based on later 333 & 360 as at March 1967)

From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Queen St (**Woollahra**), Nelson St, Oxford St, (?) (Bondi Junction).

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

Route 391

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

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

Timeline

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

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

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

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

Streets

City (Circular Quay) – South Bondi

From 26 August 1974

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Park St, Yurong St, Stanley St, Bourke St, Burton St, Barcom Av viaduct, Macdonald St, Brown St, Glenmore Rd (**Paddington**), Gurner St, Hargrave St, Moncur St, Queen St, Nelson St (**Woollahra**), Oxford St, Newland St, Spring St (**Bondi Junction**), Bronte Rd, Birrell St (**Waverley**), Alfred St, Hewlett St, Bayview St, Bronte Marine Dr, Tamarama Marine Dr (**Tamarama**), Pacific Av, Dellview St, Fletcher St, Rowland Av, Wilga St, Sandridge St (South Bondi).

From South Bondi (Sandridge St at Wilga St) via Sandridge St, Alexander St, Gaerloch Av, Pacific Av, then reverse route to Bronte Rd, then Oxford St, then reverse route to Burton St, then Palmer St, Stanley St, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Bondi Junction – South Bondi

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

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

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

Timetable Summary

26 August 1974

See 389

25 June 1979

See 390

Route 391

CITY (various termini) – LA PEROUSE via Anzac Pde & Bunnerong Rd■

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

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

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

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

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

1 January 2005: Became part of Contract Region 9.

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

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

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

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

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 339, 396, 390X, L2 & L3 light rail services.

Streets

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

From 19 November 1995

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

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

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

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

City (Gresham St) – La Perouse

City (Gresham St) – Port Botany Depot

From 23 June 2002

La Perouse trips

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

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

Port Botany Depot trips

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

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

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

Alteration

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

City (Railway Square) – La Perouse

City (Railway Square) – Port Botany Depot

Alteration

From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network):

Approached City from Foveaux St via Elizabeth St, Eddy Av, Pitt St to Railway Square. Return via Pitt St, Eddy Av, Elizabeth St, Albion St.

City (Railway Square) – La Perouse

From 2 December 2018

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

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

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

Timetable Summary

From 19 November 1995

City – Matraville via Bunnerong Rd routes

390, X90, 391, 392

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

Average day frequencies along common route:

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

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

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

† Extended to La Perouse on off-peak.

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

B – To Botany Cemetery.

C – To City (Circular Quay).

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

L – To La Perouse.

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

MNs2 – Early morning & night service.

P – To Port Botany Depot.

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

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

23 June 2002

City – Matraville via Bunnerong Rd routes

391, 392, X92

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

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

C – Extra trip Friday night.

G – To City (Gresham St).

P – To Port Botany Depot.

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

2 December 2018

City – Matraville via Bunnerong Rd routes

391, 392, X92

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

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

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

C – Extra trip Friday night.

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

L – To La Perouse.

M – To Matraville.

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

R – To City (Railway Square).

Route 392

PYRMONT (Bayview St) – WOOLLOOMOOLOO via Pyrmont Bridge

- **Rerouted via Millers Point (from 1942)**
- **Extended to Garden Island (selected trips (?) from 1943)**

(Pyrmont Bridge was replaced by the Western Distributor in 1980-81.)

Timeline

12 May 1940:

- Pyrmont (Bayview St) – City – Woolloomooloo renumbered from 192, as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Based on 1935 timetable for 192, hours of operation were probably daytime Monday-Saturday.
- Supplemented by 390 (from 12 October 1942), 391 (from 17 August 1942) & 393 (from 15 March 1948).
- Operated by Department of Road Transport & Tramways.

12 October 1942: Rerouted via Millers Point.

Circa 3 May 1943: Extended from Woolloomooloo to Garden Island.

15 March 1948 (see note † below):

- Trips *from* Pyrmont (Bayview St) or short-workings *to* the Graving Dock on Garden Island, renumbered 393.
- Trips in reverse direction retained route number 392.

17 September 1956: Hours of service reduced to:

Peak hours (full route)

Saturday (morning?) (Pyrmont (Bayview St) – City (Wynyard)).

29 December 1959: As part of renumbering Pyrmont – City – Woolloomooloo – Darlinghurst routes into the Industrial route number series, renumbered 092.

Note †: Article “Pymont Transport History” Part 2 in *Australian Bus* issue no 37 for January/February 2010 suggests date was between 26 November 1949 & 17 September 1951.

Streets

Pymont (Bayview St) – Woolloomooloo via Grosvenor St, City

From 1 May 1940

From Pymont (Bayview St) via Bowman St Cross St, Scott St, Harris St, Union St, Pymont Bridge, Clarence St, Jamieson St, Lang St, Grosvenor St (**City**), George St, Bridge St, Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cr, Lincoln Cr [former street linking Cowper Wharf Roadway & Sir John Young Cr], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via reverse route to Lang St, then York St, Druitt St, Clarence St, Market St, Pymont Bridge, then reverse route to Pymont.

Pymont (Bayview St) – City (Millers Point) – Woolloomooloo

From 12 October 1942 (based on 23 April 1944 timetable)

From Pymont (Bayview St) via Point St, Bowman St, Cross St, Scott St, Harris St, Union St, Pymont Bridge, Market St, Clarence St, Kent St, Argyle St (**Millers Point**), George St North, George St, Bridge St (**City**), Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cres, Lincoln Cr [former street linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via reverse route to Lang St, then York St, Market St, then reverse route to Bayview St (Pymont).

Alteration

From 1943

Garden Island extension: From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via Graving Dock Rd to Graving Dock (Garden Island). Reverse on return.

1950s (partly based on 092 timetable of 4 October 1960)

From Pymont (Bayview St) via Point St, Bowman St, Cross St, Scott St, Harris St, Union St, Pymont Bridge, Market St, Clarence St, Bradfield Hwy, Kent St, Argyle St (**Millers Point**), Lower Fort St, George St North, George St, Bridge St (**City**), Phillip St, Bent St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Haig Av [former street], Sir John Young Cres, Lincoln Cr [former street linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via Cowper Wharf Roadway, Lincoln Cres, Sir John Young Cres, St Marys Rd, Prince Albert Rd, Queens Square, Macquarie St, Bridge St, George St, then reverse route to Bradfield Hwy, then York St, Druitt St, Sussex St, Pymont Bridge, Union St, Pymont Bridge Rd, Harris St, then reverse route to Bayview St (Pymont).

Alteration

From 16 December 1957: Ex Woolloomooloo from Kent St via Erskine St, Clarence St, Jamison St, York St. Unaltered on return.

Route 392

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

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

Timeline

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

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

By April 1967: City terminus altered to Circular Quay.

25 June 1979: Curtailed to run as a feeder service, Bondi Junction – North Bondi as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

4 August 1991:

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

Streets

City (Circular Quay) – North Bondi

By March 1970

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

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

Bondi Junction – North Bondi

From 24 June 1979

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

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

Timetable Summary

See 389

Route 392

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

Route X92

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

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

Timeline

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

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

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

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

1 January 2005: Became part of Contract Region 9.

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

392 Redfern – Little Bay via Bunnerong Rd

392N City (Circular Quay) – Matraville via Bunnerong Rd (midnight-to-dawn service)

392X City (Museum Station (arriving) or Martin Pl (departing)) – Little Bay via Bunnerong Rd & Little Bay Rd direct (peak hour express).

Streets

Route 392

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

From 19 November 1995

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

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

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

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

From 23 June 2002

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

Route X92

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

From 23 June 2002

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

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

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

Timetable Summary

See 391

Route 392

REDFERN – LITTLE BAY via Anzac Pde, Bunnerong Rd, then via either Little Bay Rd direct or Mirrabooka Cr

Route 392N

CITY (Circular Quay) – MATRAVILLE via Anzac Pde, Bunnerong Rd (midnight-to-dawn service)

Route 392X

CITY (Museum Station or Martin Pl) – LITTLE BAY via Anzac Pde, Bunnerong Rd & Little Bay Rd direct (EXPRESS) ■

CITY (loop via Eastern Distributor, Elizabeth St & Oxford St) – LITTLE BAY via Anzac Pde, Bunnerong Rd & Little Bay Rd direct (EXPRESS)

Timeline

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

- Routes in previous entry rearranged as:
 - 392 Redfern – Little Bay via Bunnerong Rd
 - 392N City (Circular Quay) – Matraville via Bunnerong Rd (midnight-to-dawn service)
 - 392X City (Museum Station (arriving) or Martin Pl (departing)) – Little Bay via Bunnerong Rd & Little Bay Rd direct (peak hour express).
- 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.

29 April 2024: 392X altered to run peak hours in both directions, running in a unidirectional loop through the City, approaching via Eastern Distributor & Elizabeth St (same as previous morning trips) & returning via Elizabeth St (instead of Castlereagh St) & Oxford St.

Streets

Route 392

Redfern – Little Bay via Bunnerong Rd, then via either Little Bay Rd direct or Mirrabooka Cr

From 5 December 2021

From Redfern (Regent St at Redfern St) via Regent St, Botany Rd, Raglan St, Elizabeth St, Phillip St, Bourke St, O’Dea Av, Todman Av, Anzac Pde (**Kensington, Kingsford**), Bunnerong Rd, Franklin St, Wassell St, Dampier St (**Chifley**), Macquarie St, Hastings Av, Little Bay Rd, Anzac Pde to Pine Av (Little Bay).

From Little Bay (Anzac Pde at Pine Av) via reverse route to Raglan St, then Henderson Rd, Wyndham St, Gibbons St to Redfern Station.

Trips via Mirrabooka Cr: Same route to Little Bay Rd, then Woomera Rd, Bega Av, Mirrabooka Cr, Little Bay Rd. Reverse on return.

Route 392N

City (Circular Quay) – Matraville

From 5 December 2021

From City (Circular Quay) (Alfred St) via Phillip St, Elizabeth St, Liverpool St (**Darlinghurst**), Oxford St, Flinders St, Anzac Pde (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Pagewood**) to Franklin St (Matraville).

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

Route 392X

City (Museum Station or Martin Pl) – Little Bay via Bunnerong Rd & Little Bay Rd direct

From 5 December 2021

From City (Martin Pl) (in Castlereagh St) via Castlereagh St, Goulburn St, Elizabeth St, Albion St (**Surry Hills**), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Matraville**), Franklin St, Wassell St, Dampier St (**Chifley**), Macquarie St, Hastings Av, Little Bay Rd, Anzac Pde to Pine Av (Little Bay).

From Little Bay (Anzac Pde at Pine Av) via reverse route to Anzac Pde, then Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).

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

City (loop via Eastern Distributor, Elizabeth St & Oxford St) – Little Bay via Bunnerong Rd & Little Bay Rd direct

From 29 April 2024

From Little Bay (Anzac Pde at Pine Av) via Anzac Pde, Little Bay Rd, Hastings Av, Macquarie St, Dampier St (**Chifley**), Wassell St, Franklin St, Bunnerong Rd (**Matraville**), Anzac Pde (**Kingsford, Kensington, Moore Park**), Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St (**City**), Liverpool St, Oxford St, Flinders St, Anzac Pde, then reverse route to Little Bay.

Timetable Summary

5 December 2021

Redfern or City – Little Bay via Bunnerong Rd routes

392, 392N, 392X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
392: Redfern-Little Bay	Fr Red 37M 46L	M-F	Little Bay	4.43am	Redfern	12.49am	A	
		Sat		4.43am		12.49am	A	
		Sun		4.43am		12.49am	A	
392N: City (Circular Quay)-Matrville (night service)	34	M-F	Circular Quay	1.01am	Matrville	4.17am	MDs	
		Sat		1.01am		4.17am	MDs	
		Sun		1.01am		4.17am	MDs	
392X: City (Museum Station or Martin Pl)-Little Bay (express)	44	M-F	Little Bay	6.20amU	Martin Pl	7.16pmL	Ph	
		Sat						
		Sun						

A – Day, Redfern-Matrville 10, Redfern-Little Bay 20. Early morning & night, Redfern-Little Bay.

L – To Little Bay.

M – To Matrville.

MDs – Midnight-to-dawn service.

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

U – To Museum Station.

29 April 2024

Redfern or City – Little Bay via Bunnerong Rd routes

392, 392N, 392X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
392: Redfern-Little Bay	Fr Red 37M 46L	M-F	Little Bay	4.43am	Redfern	12.49am	A	
		Sat		4.43am		12.49am	A	
		Sun		4.43am		12.49am	A	
392N: City (Circular Quay)-Matrville (night service)	34	M-F	Circular Quay	1.01am	Matrville	4.17am	MDs	
		Sat		1.01am		4.17am	MDs	
		Sun		1.01am		4.17am	MDs	
392X: City (loop†)-Matrville-Little Bay (express)		M-F	Little Bay	6.19amC	Martin Pl	6.58pmL 7.18pmM	Ph	
		Sat						
		Sun						

† Loop via Eastern Distributor, Elizabeth St & Oxford St.

A – Day, Redfern-Matrville 10, Redfern-Little Bay 20. Early morning & night, Redfern-Little Bay.

C – To City (loop).

L – To Little Bay.

M – To Matrville.

MDs – Midnight-to-dawn service.

Ph – Peak hours only (both directions) via loop through City. Trips ran:

Morning peak hour: From either Little Bay or Matrville to City, then return to Eastgardens,

Afternoon peak hour: From Eastgardens to City, then return to either Matrville or Little Bay.

Route 393

CITY (York St) – GLEBE (Glebe Point Rd)■

PYRMONT – HABERFIELD – RHODES■

(The terminus at Brougham St, Glebe was also known as “The Triangle”.)

Timeline

26 May 1941: Afternoon peak hour service, City (York St) – Glebe (Brougham St [now Colbourne Av]), commenced by Department of Road Transport & Tramways, supplementary to 959.

25 August 1941: Extended to run City (York St) – Glebe (Glebe Point Rd).

29 December 1941: Altered to run a local service Pymont (John St) – Haberfield (Rogers Av).

24 January 1942: Pymont terminus altered to Pymont Bridge Rd/Union St.

By June 1942: Extended to run Pymont (Pymont Bridge Rd/Union St) – Rhodes during peak hours & Saturday mornings.

6 July 1942: Ceased.

Streets

City (York St) – Glebe (Brougham St)

From 26 May 1941

From City (York St) via York St, Druitt St, Clarence St, Market St, Pymont Bridge, Union St (**Pymont**), Harris St, Pymont Bridge Rd to Brougham St [now Colbourne Av] (Glebe).

From Glebe (Brougham St) via Pymont Bridge Rd, Harris St, Union St, Pymont Bridge, Market St [to York St] (City).

Timetable Summary

26 May 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)-Glebe (Brougham St)	9	M-F	York St	4.51pm	Brougham St	5.42pm	Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour only.

Route 393

DARLINGHURST – GARDEN ISLAND■

PYRMONT (Bayview St) – GARDEN ISLAND■

(Pymont Bridge was replaced by the Western Distributor in 1980-81.)

Timeline

15 March 1948 *(see note † below):*

- Peak hour service commenced by Department of Road Transport & Tramways.
- Used for trips *from* Pymont (Bayview St) via either Millers Point or Grosvenor St, City (or short-workings), or *from* Darlinghurst *to* Garden Island, which would have otherwise displayed 390, 391 or 392.
- Trips *from* Garden Island displayed 390 (to Pymont (Bayview St) via Grosvenor St, City), 391 (to Darlinghurst) or 392 (to Pymont (Bayview St) via Millers Point) or short-workings.

29 December 1959: As part of renumbering Pymont – City – Woolloomooloo – Darlinghurst routes into the Industrial route number series, renumbered 093.

Note †: Article “Pymont Transport History” Part 2 in *Australian Bus* issue no 37 for January/February 2010 suggests date was between 26 November 1949 & 17 September 1951.

Streets

Darlinghurst – Garden Island

From 15 March 1948 *(see note † above):*

From Darlinghurst (Oxford St at Bourke St) via Oxford St, Darlinghurst Rd (**Kings Cross**), William St, Bourke St, Cowper Wharf Roadway (**Woolloomooloo**), Graving Dock Rd to Graving Dock (Garden Island).

Route 393

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

Route X93

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

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

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

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 9.

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

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

- 393 replaced by 374, 390X, 396 & L3 light rail services.
- X93 combined with X94 & renumbered 394X (*see below*).

Streets

Route 393

City (Railway Square) – La Perouse via Anzac Pde

From 25 February 1961

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

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

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

Alterations

- **By October 1966:** Approached City (Railway Square) from Eddy Av, Pitt St to Railway Square. Reverse on return.
- **From 5 October 1965 (express trips):** Ex City (Railway Square) from Eddy Av via Elizabeth St, Devonshire St, Bourke St, [Cleveland St?].
- **From 25 February 1969:** Ex City (Railway Square) from Randle St via Devonshire St, Elizabeth St, Cleveland St. Unaltered on return.
- **By 28 January 1981:** Approached City (Railway Square) from Chalmers St via Eddy Av. Return from Eddy Av via Elizabeth St, Cleveland St

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

From 5 August 1990

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

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

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

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

Route X93

City (Railway Square) – Little Bay via Gardeners Rd

From 5 June 2016

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

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

Timetable Summary

25 February 1961

City – La Perouse via Anzac Pde routes

393, 394

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

Average day frequencies along common route:

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

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

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

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

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

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

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

Night, City (Railway Square)-Maroubra Junction.

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

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

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

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

J – To Maroubra Junction.

L – To La Perouse.

M – To Malabar.

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

R – To City (Railway Square).

21 October 1972

City – La Perouse via Anzac Pde routes

393, 394

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

7 October 1984

City – La Perouse via Anzac Pde routes

393, 394, 398

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Limited service extended to start from La Perouse.

- A – First trip from Prince Henry Hospital to City (Railway Square). Day, City (Railway Square)-La Perouse 30.
- B – First trip from Malabar to City (Railway Square). Day, City (Railway Square)-La Perouse 30.
- C – First trip from Prince Henry Hospital to City (Railway Square). Day, City (Railway Sq)-La Perouse 30.
- D – Peak hours, City (Circular Quay)-La Perouse & various short-workings. Day, City (Circular Quay)-Malabar 5 trips her hour, City (Circular Quay)-La Perouse 20. Night, City (Circular Quay)-La Perouse. Plus short-working/s before first trip shown.
- E – Day, City (Circular Quay)-Malabar 5 trips her hour, City (Circular Quay)-La Perouse 4 trips per hour. Night, City (Circular Quay)-La Perouse.
- F – Day, City (Circular Quay)-Malabar 3 trips her hour, City (Circular Quay)-La Perouse 30.
- H – To Prince Henry Hospital.
- J – To Maroubra Junction.
- L – To La Perouse.
- M – To Malabar.
- P – To Phillip Bay.
- Ph – Peak hours only (morning from La Perouse to City (Martin Pl), afternoon from City (Circular Quay) to Phillip Bay).
- R – To City (Railway Square).
- T – To City (Martin Pl).

5 August 1990

City – La Perouse via Anzac Pde routes

393, 394, L94, X94, 398, X98

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

Average day frequencies along common route:

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

† Extended to La Perouse on Sundays.

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

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

Night, City (Railway Square)-Maroubra Junction.

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

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

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

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

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

G – To Malabar Heights.

H – To Prince Henry Hospital.

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

J – To Maroubra Junction.

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

L – To La Perouse.

M – To Malabar.

P – To Phillip Bay via Mirrabooka Cr.

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

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

Q – To City (Circular Quay).

R – To City (Railway Square).

T – To City (Martin Pl).

From 19 November 1995

City – La Perouse via Anzac Pde routes

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

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

Average day frequencies along common route:

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

‡ Via Mirrabooka Cr.

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

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

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

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

- D – Peak hours & late night, City (Circular Quay)-La Perouse. Midnight-to-dawn, City (Circular Quay)-Prince Henry Hospital (extended to La Perouse on Friday nights/Saturday mornings).
- E – Day, City (Circular Quay)-La Perouse 15. Midnight-to-dawn, City (Circular Quay)-Prince Henry Hospital (selected trips extended to La Perouse).
- F – Day, City (Circular Quay)-La Perouse 30. Midnight-to-dawn, City (Circular Quay)-Prince Henry Hospital.
- G – To Malabar Heights.
- H – To Prince Henry Hospital.
- I – Early morning & peak hours, City (Circular Quay)-Malabar Heights or Prince Henry Hospital. Night, City (Circular Quay)-La Perouse.
- J – To Maroubra Junction,
- K – Early morning & night, City (Circular Quay)-La Perouse.
- L – To La Perouse.
- M – Early morning & night, City (Circular Quay)-La Perouse. Day, City (Circular Quay)-Malabar Heights 60.
- N – Day, City (Circular Quay)-Prince Henry Hospital 60. Afternoon peak hour, City (Circular Quay)-La Perouse.
- O – Day, City (Circular Quay)-Prince Henry Hospital 60. Late afternoon, from La Perouse to City (Circular Quay) limited service.
- P – Day, City (Circular Quay)-Malabar Heights 60. Late afternoon, from La Perouse to City (Circular Quay) limited service.
- Ph1 – Peak hours only (morning from La Perouse, afternoon from City (Circular Quay)).
- Ph2 – Morning peak hour (from Prince Henry Hospital).
- Q – To City (Circular Quay).
- R – To City (Railway Square).

23 June 2002

City – La Perouse via Anzac Pde routes

393, 394, L94, X94, 399, X99

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

B – To Little Bay.

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

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

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

J – To Maroubra Junction,

L – To La Perouse.

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

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

R – To City (Railway Square).

T – To City (Martin Pl).

U – To City (Museum Station).

5 June 2016

City – La Perouse via Anzac Pde routes

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

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

B – To Little Bay.

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

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

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

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

J – To Maroubra Junction,

L – To La Perouse.

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

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

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

Q – To City (Circular Quay).

R – To City (Railway Square).

T – To City (Martin Pl).

Route 393

EASTGARDENS – MATRAVILLE

Timeline

3 March 2025: New off-peak & Saturday service commenced by John Holland (NSW) Pty Ltd, trading as Transdev John Holland Buses. Part of Contract Region 9.

Streets

From 3 March 2025

From Eastgardens (bus terminal) via Bunnerong Rd (**Hillsdale**) to Moorina Av (Matraville). Reverse on return.

Timetable Summary

3 March 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastgardens- Matraville	10	M-F	Matraville	9.02am	Eastgardens	2.51pm	80	
		Sat		9.02am		2.51pm	80	
		Sun						

Route 394

CITY (Martin Pl) – DOUBLE BAY – VAUCLUSE (Signal Station) (“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 094.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** Kings Cross, Rushcutters Bay, Edgecliff, Double Bay, Rose Bay, Vaucluse.

Route 394

CITY (St James Station) – GARDEN ISLAND (INDUSTRIAL) ■

Timeline

12 January 1950: Commenced by Department of Road Transport & Tramways to carry Royal Australian Navy personnel going on leave. Still listed 9 July 1950.

(?): Ceased.

Route 394

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

Timeline

23 July 1951:

- Peak hour express service commenced by Department of Road Transport & Tramways.
- Shared with 399 between Maroubra Beach & Anzac Pde/Dacey Av
- All (later only some) trips ran express over various portions of the route until circa 1984, when all trips ran all stops.

31 January 1961: Renumbered 398 in anticipation of 394 being used for tram replacement route from 25 February 1961.

Streets

From 23 July 1951

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

Timetable Summary

23 July 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Rly)-Maroubra Beach via Dacey Av		M-F	Maroubra Bch	6.20am	Eddy Av	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 394

CITY (Circular Quay) – LA PEROUSE via Anzac Pde ■

Also:

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

Route L94

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

Route X94

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

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

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

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

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

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

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 9.

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

- 394 replaced by 390X, 396 & L3 light rail service.
- L94 replaced by 390X, 396 & L3 light rail service.
- X94 combined with X93 & renumbered 394X (*see below*).

Routes 394, X94 & 394X City – La Perouse express termini 1961-2024					
Date	Route No	Morning (to City)		Afternoon (from City)	
		From	To	From	To
<i>25 February 1961</i>	394	-	-	City (Martin Pl)	La Perouse
<i>By October 1966</i>		-	-	City (Martin Pl)	Phillip Bay
<i>4 November 1968</i>		La Perouse	City (Martin Pl)	City (Martin Pl)	Phillip Bay
<i>8 October 1984</i>		La Perouse	City (Martin Pl)	City (Circular Qy)	Phillip Bay
<i>2 November 1986</i>		La Perouse	City (Circular Qy)	City (Circular Qy)	Phillip Bay
<i>19 October 1987</i>		La Perouse	City (Martin Pl)	City (Circular Qy)	Phillip Bay
<i>5 August 1990</i>	X94	La Perouse	City (Martin Pl)	City (Circular Qy)	La Perouse
<i>30 July 2001</i>		La Perouse	City (Museum Stn)	City (Martin Pl)	La Perouse
<i>5 December 2021</i>	394X	La Perouse†	City (Museum Stn)	City (Martin Pl)	La Perouse†
<i>29 April 2024</i>		La Perouse‡	City (loop via Eastern Distributor, Elizabeth St & Oxford St)‡		La Perouse‡

† Selected trips commenced/terminated at Little Bay.

‡ Ran both directions each peak hour. Selected trips commenced/terminated at Little Bay, Malabar, Maroubra Junction.

Streets

ALL STOPS

Route 394

City (Circular Quay) – La Perouse

From 25 February 1961

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

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

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

City (Circular Quay) – Malabar Beach

From 17 January 1966 (based on October 1966 timetable)

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

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

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

Alteration

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

City (Circular Quay) – Phillip Bay via Mirrabooka Cr

By September 1984

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

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

EXPRESS

Route 394

From City (Martin Pl) to La Perouse

From 25 February 1961

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

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

From City (Martin Pl) to Phillip Bay

By October 1966

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

Alterations

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

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

From La Perouse to City (Martin Pl)

From City (Martin Pl) to Phillip Bay

From 4 November 1968

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

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

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

Alteration

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

**From La Perouse to City (Martin Pl)
From City (Circular Quay) to Phillip Bay**

Alteration

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

**From La Perouse to City (Circular Quay)
From City (Circular Quay) to Phillip Bay**

Alteration

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

**From La Perouse to City (Martin Pl)
From City (Circular Quay) to Phillip Bay**

Alteration

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

Route X94

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

From 5 August 1990

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

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

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

City (Museum Station or Martin Pl) – La Perouse

Alteration

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

LIMITED STOPS

Route L94

City (Circular Quay) – La Perouse

From 5 August 1990

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

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

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

Timetable Summary

See 393

Route 394X

CITY (Museum Station or Martin Pl) – LA PEROUSE via Anzac Pde (EXPRESS) ■

CITY (loop via Eastern Distributor, Elizabeth St & Oxford St) – LA PEROUSE via Anzac Pde (EXPRESS)

Timeline

5 December 2021: Peak hour service City (Museum Station (arriving) or Martin Pl (departing)) – La Perouse commenced by State Transit Authority of NSW, replacing X93 & X94, as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. 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.

29 April 2024: Altered to run peak hours in both directions, running in a unidirectional loop through the City, approaching via Eastern Distributor & Elizabeth St (same as previous morning trips) & returning via Elizabeth St (instead of Castlereagh St) & Oxford St.

Streets

City (Museum Station or Martin Pl) – La Perouse via Anzac Pde

From 5 December 2021

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

From La Perouse (bus terminal) via Anzac Pde, Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).

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

City (loop via Eastern Distributor, Elizabeth St & Oxford St) – La Perouse via Anzac Pde

From 29 April 2024

From La Perouse (bus terminal) via Anzac Pde (Little Bay, Malabar, Maroubra Junction, Kingsford, Kensington, Moore Park), Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St (City), Liverpool St, Oxford St, Flinders St, Anzac Pde to La Perouse.

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		
394X: City (Museum Stn or Martin Pl)-La Perouse (express)	45	M-F	La Perouse	6.42am	Martin Pl	7.26pm	Ph	
		Sat						
		Sun						

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

Selected trips ran City (Museum Station or Martin Pl)-Little Bay. Selected trips also through-routed with 399 University of NSW-Malabar Heights-Little Bay.

29 April 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
394X: City (loop†)-La Perouse (express)		M-F	Maroubra Jun	6.31amC	Martin Pl	6.40pmP	Ph	
			La Perouse	6.38amC		7.03pmL		
		Sat			7.23pmM			
		Sun						

† Loop via Eastern Distributor, Elizabeth St & Oxford St.

C – To City (loop).

L – To Little Bay.

M – To Maroubra Junction.

P – To La Perouse.

Ph – Peak hours only (both directions) via loop through City. Trips ran:

Morning peak hour: From either La Perouse, Little Bay, Malabar or Maroubra Junction to City, then return to Maroubra Junction

Afternoon peak hour: From Maroubra Junction to City, then return to either Maroubra Junction, Malabar, Little Bay or La Perouse.

Route 395

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

Timeline

1 January 1953:

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

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

Streets

From 1 January 1953

From Botany (Chelmsford Av) (at Botany Rd) via Botany Rd, Banksia St, William St, Swinbourne St, Stephen Rd, railway bridge [old location], Ocean St, Page St, Maroubra Bay [now Heffron] Rd (**Pagewood**), Bunnerong Rd, Fitzgerald Av, Marine Pde to Maroubra Beach.

Timetable Summary

1 January 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Botany (Chelmsford Av)-Maroubra Beach		M-F						
		Sat						
		Sun	Chelmsford Av	9.00am	Maroubra Bch	5.30pm	60	A

A – Summer Sundays & Holidays.

Route 395

CITY (Railway Square) – MAROUBRA BEACH via Anzac Pde

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

25 February 1961: Full time service commenced by Department of Government Transport, replacing Railway – Maroubra Beach tram service.

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

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

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

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

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

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

June 1997: Times of service increased to daily daytime

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 374, 396 & L3 light rail service.

Streets

From 25 February 1961

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

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

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

Alterations

- **By October 1966:** Approached City (Railway Square) from Pitt St to Railway Square. Reverse on return.
- **From 5 October 1965 (express trips):** Ex City (Railway Square) from Eddy Av via Elizabeth St, Devonshire St, Bourke St, [Cleveland St?].
- **From 25 February 1969:** Ex City (Railway Square) from Randle St via Devonshire St, Elizabeth St, Cleveland St. Unaltered on return.
- **By 28 January 1981:** Approached City (Railway Square) from Chalmers St via Eddy Av. Return from Eddy Av via Elizabeth St, Cleveland St.

Timetable Summary

25 February 1961

City – Maroubra Beach via Anzac Pde routes

395, 396

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

Average day frequencies along common route:

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

* More frequent in peak hours.

B – To Maroubra Beach.

J – To Maroubra Junction.

R – To City (Railway Square).

21 October 1972

City – Maroubra Beach via Anzac Pde routes

395, 396

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

Average day frequencies along common route:

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

* More frequent in peak hours.

7 October 1984

City – Maroubra Beach via Anzac Pde routes

395, 396

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Selected trips extended to Pagewood Depot.

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

B – To Maroubra Beach.

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

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

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

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

P – To Pagewood Depot.

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

Q – To City (Circular Quay).

R – To City (Railway Square).

5 August 1990

City – Maroubra Beach via Anzac Pde routes

395, 396, X96

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

Average day frequencies along common route:

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

* More frequent in peak hours.

Ph1 – Peak hours only (both directions).

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

23 June 2002

City – Maroubra Beach via Anzac Pde routes

395, 396, X96

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

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

Route 396

MAROUBRA JUNCTION – MAROUBRA BEACH

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

Timeline

10 August 1952:

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

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

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

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

Streets

Maroubra Junction – Maroubra Beach

From 15 March 1954

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

Timetable Summary

15 March 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Maroubra Junction- Maroubra Beach	14	M-F	Maroubra Jun	7.15am	Maroubra Bch	7.35pm	45	A
		Sat		8.00am		7.31pm	AM 36 PM 4 trips	B
		Sun						

A – Plus picture bus Monday, Wednesday & Friday nights.

B – Gap in service. Plus picture bus.

Route 396

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

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

Route 396X

Route X96

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

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

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

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

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

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

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

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

August 1999: X96 City terminus (departing) altered to Martin Pl.

30 July 2001: X96 morning peak hour trips to City rerouted via Eastern Distributor to terminate at Museum Station.

1 January 2005: Became part of Contract Region 9.

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

- 396 altered to a “frequent” route.
- X96 renumbered 396X.

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 396

City (Circular Quay) – Maroubra Beach

From 25 February 1961

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

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

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

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

By October 1976

Alteration

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

Route X96

Maroubra Beach to City (Martin Pl)

By February 1980

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

Route X96

City (Martin Pl or Circular Quay) – Maroubra Beach

By 19 November 1995

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

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

Route X96, later 396X

City (Museum Station or Martin Pl) – Maroubra Beach

Alterations

- *From 24 June 2001:* Morning trips approached City from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).
- *From 24 June 2001:* Afternoon peak hour trips commenced from City (Martin Pl) (in Elizabeth St) via Elizabeth St.
- *From 5 December 2021 (rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20):* Afternoon peak hour trips commenced from City (Martin Pl) (in Castlereagh St St) via Castlereagh St, Goulburn St, Elizabeth St, Albion St, Flinders St.

Timetable Summary

Before 5 December 2021

See 395

5 December 2021

City – Maroubra Beach routes

396, 396X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
396: City (Circular Quay)-Maroubra Beach	43	M-F	Maroubra Bch	4.46am	Circular Quay	12.51am	10*	A
		Sat		4.46am		3.46am	10	
		Sun		4.46am		12.51am	10	
396X: City (Museum Stn or Martin Pl)-Maroubra Bch (<i>exp</i>)	32	M-F	Maroubra Bch	6.51am	Martin Pl	7.13pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Friday night. Continuous Friday-Saturday.

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

Route 397

PAGEWOOD DEPOT – CITY (Macquarie St)■

PAGEWOOD DEPOT – CITY (Railway Square)■

Timeline

8 April 1951: Used for buses from Pagewood Depot travelling in service to City (either Railway Square or Macquarie St). Operated by Department of Road Transport & Tramways.

(?): Renumbered 097.

Route 397

CITY (Eddy Av, Central Railway) – UNIVERSITY of NSW■

Timeline

6 June 1960:

- Morning peak hour service commenced by Department of Government Transport for the conveyance of university students.
- Service probably subject to cancellation during university vacations.

14 November 1960: Renumbered 697.

Route 397

MAROUBRA BEACH – MAROUBRA JUNCTION – PAGEWOOD■

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

Timeline

31 January 1961:

- Maroubra Beach – Maroubra Junction – Pagewood (via Maroubra (Flower & Storey Sts (?)) renumbered from 396 in anticipation of 396 being used for tram replacement route from 25 February 1961.
- Operated by Department of Government Transport.

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

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

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

317 Maroubra Junction – South Maroubra (selected trips also ran Maroubra Junction – Maroubra (Flower & Storey Sts Loop) if continuing as a 317 trip to South Maroubra)

357 Maroubra Junction – Pagewood (Walsh Av) (selected trips also ran Maroubra Junction – Maroubra (Flower & Storey Sts Loop) if continuing as a 357 trip to Pagewood).

- New peak hour route commenced, City (Circular Quay) – South Maroubra via Anzac Pde (*see next entry*).

Streets

From 25 February 1961 (?)

Maroubra Beach – Maroubra Junction – Pagewood

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

Maroubra Junction – Maroubra (Flower & Storey Sts Loop)

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

Route 397

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

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

Route X97

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

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

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

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

7 October 1984: As part of rearrangement of Kingsford/Matraville/South Maroubra routes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 9.

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

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

- 397 altered/curtailed to run Eastgardens – South Maroubra Loop (*see next entry*).
- City – Maroubra Junction replaced by 396.
- X97 renumbered 397X, but remained largely unchanged except for streets in City

Streets

Route 397

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

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

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

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

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

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

Alteration

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

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

Alteration

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

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

From 16 October 1987

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

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

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

City (Circular Quay) – South Maroubra Loop

From 5 August 1990

Peak hours

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

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

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

Off-peak & Saturdays

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

Alterations

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

Route X97

South Maroubra Loop – City (Martin Pl)

From 5 August 1990

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

Alteration

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

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

South Maroubra Loop – City (Museum Station)

Alteration

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

City (Circular Quay) – South Maroubra Loop

By 5 June 2016 (afternoon trips):

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

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

Timetable Summary

13 September 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
397: City (Circular Quay)-Sth Maroubra (Tyrwhitt St)	39	M-F	Tyrwhitt St	6.19am	Circular Quay	5.43pm	Ph	
		Sat						
		Sun						

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

7 October 1984

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

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

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

C – To City (Circular Quay).

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

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

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

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

S – To South Maroubra (Beauchamp Rd).

18 October 1987

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

16 June 1997

City – South Maroubra routes

397, X97

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

* More frequent in peak hours.

C – To City (Circular Quay).

J – To Maroubra Junction.

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

S – To South Maroubra.

23 June 2002

City – South Maroubra routes

397, X97

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

* More frequent in peak hours.

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

5 June 2016

City – South Maroubra routes

397, X97

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

* More frequent in peak hours.

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

Route 397

EASTGARDENS – SOUTH MAROUBRA

Route 397X

CITY (Museum Station or Martin Pl) – SOUTH MAROUBRA Loop via Anzac Pde (EXPRESS)

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

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

- 397 altered/curtailed to run Eastgardens – South Maroubra Loop.
- City – Maroubra Junction replaced by 396.
- X97 renumbered 397X.
- 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

Route 397

Eastgardens – South Maroubra Loop

From Eastgardens (bus terminal) via Wentworth Av, Bunnerong Rd, Fitzgerald Av, Walsh Av, Donovan Av, Pine St, Walsh Av, Maroubra Rd (**Maroubra Junction**), Mons Av, Malabar Rd, Tyrwhitt St, Broome St, Beauchamp Rd (**South Maroubra**), Chicago Av, Minneapolis Cr, Yorktown Pde, Malabar Rd, then reverse route to Fitzgerald Av, then Bunnerong Rd to Eastgardens bus terminal.

Route 397X

City (Museum Station or Martin Pl) – South Maroubra Loop

From 5 December 2021

From City (Martin Pl) (in Castlereagh St) via Castlereagh St, Goulburn St, Elizabeth St, Albion St (**Surry Hills**), Flinders St, Anzac Pde (**Moore Park, Kensington, Kingsford, Maroubra Junction**), Maroubra Rd, Mons Av, Malabar Rd, Tyrwhitt St, Broome St, Beauchamp Rd, Chicago Av, Minneapolis Av to Lexington Pl (South Maroubra).

From South Maroubra (Tyrwhitt St) (at Malabar Rd) via Tyrwhitt St, Broome St, Beauchamp St, Chicago Av, Minneapolis Av, Yorktown Pde, Malabar Rd, Mons St, Maroubra Rd, Anzac Pde, Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).

Timetable Summary

5 December 2021

South Maroubra routes

397, 397X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
397: Eastgardens-South Maroubra Loop	MSr 18 ESr 33	M-F	Eastgardens	8.59amS	Tyrwhitt St	4.51pmE 9.59pmM	A	
		Sat	Maroubra Jun	7.27amS	Eastgardens	5.19pmS	B	
			Tyrwhitt St	8.53amE	Tyrwhitt St	9.59pmM		
		Sun	Maroubra Jun	7.27amS	Eastgardens	5.19pmS	B	
Tyrwhitt St	8.53amE		Tyrwhitt St	9.59pmM				
397X: City (Museum Stn or Martin Pl)-Sth Maroubra Loop (<i>exp</i>)	44	M-F	Tyrwhitt St	6.17am	Martin Pl	6.52pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Day, Eastgardens-South Maroubra-Eastgardens 40. Night, Maroubra Junction-South Maroubra-Maroubra Junction.

B – Early morning & night, Maroubra Junction-South Maroubra-Maroubra Junction. Day, Eastgardens-South Maroubra-Eastgardens 40.

E – To Eastgardens.

ESr – Round trip, Eastgardens-South Maroubra-Eastgardens.

M – To Maroubra Junction.

MSr – Round trip, Maroubra Junction-South Maroubra-Maroubra Junction.

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

S – To South Maroubra Loop.

Route 398

CITY (Central Railway) – PAGEWOOD (Naval Stores) (INDUSTRIAL) ■

Timeline

20 November 1950: Peak hour service commenced by Department of Road Transport & Tramways.

25 January 1960: Ceased when Naval Stores moved to Randwick site.

Route 398

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

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

Timeline

31 January 1961:

- City (Eddy Av, Central Railway) – Maroubra Beach (selected trips extended to Pagewood Depot) renumbered from 394 in anticipation of 394 being used for tram replacement route from 25 February 1961.
- Operated by Department of Government Transport.

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

15 June 1976: Renumbered 098.

Streets

From 27 February 1961 (based on December 1966 timetable)

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

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

Alterations

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

Timetable Summary

December 1966

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

† Selected trips extended to Pagewood Depot.

M – To Maroubra Beach.

P – To Pagewood Depot.

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

R – To City (Railway Square).

Route 398

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

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

Route X98

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

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

28 June 1976:

- 398 renumbered from City (Circular Quay) – Malabar Beach trips on 394, but extended from Malabar Beach to Prince Henry Hospital via Malabar Heights, replacing part of private 142, Hillsdale – Matraville – Malabar Heights.
- Ran Monday-Saturday daytime.
- Operated by Public Transport Commission (Bus Division).

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

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

19 November 1995:

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

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

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

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

Streets

Route 398

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

From 28 June 1976 (based on October 1976 timetable)

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

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

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

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

By 5 August 1990

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

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

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

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

Alteration

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

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

Route X98

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

By 5 August 1990

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

Alteration

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

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

Alteration

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

Timetable Summary

See 393

From 19 November 1995

City – Malabar Heights – Prince Henry Hospital routes

398, X98, 399

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

Average day frequencies along common route:

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

† Via Mirrabooka Cr.

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

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

C – To City (Circular Quay).

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

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

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

G – To Malabar Heights.

H – To Prince Henry Hospital.

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

L – To La Perouse.

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

Route 399

CITY (various termini) – RANDWICK – MAROUBRA JUNCTION■

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

Timeline

12 May 1940:

- Full time service City (Martin Pl) – Randwick – Maroubra Beach (extended in City from Martin Pl to Wynyard at weekends) renumbered from 199 as part of general renumbering of Eastern Suburbs routes into the 300-399 series.
- Operated by Department of Road Transport & Tramways.
- Shared with 394 from 23 July 1951 (& its renumbering).

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

27 September 1942: Due to wartime conditions:

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

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

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

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

9 November 1952: Through services restored on Summer Sundays.

1953: Selected peak hour trips (?) diverted via Naval Stores (Bundock St, Randwick) (when ceased?).

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

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

By December 1966:

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

By June 1970: Infrequent peak hour extension from Maroubra Beach to Pagewood Depot ceased. Similar trips from Pagewood Depot in early morning Saturday continued until at least 5 May 1974.

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

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

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

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

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

Streets

City (Martin Pl) – Maroubra Beach

Circa 1946

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

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

City (Macquarie St) – Maroubra Beach

Alterations

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

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

By December 1966

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

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

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

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

Alterations

- **By 21 October 1972:** Ex Maroubra Beach from Perouse Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **By September 1984 (express trips):** Ex Maroubra Beach from Perouse Rd via Barker St, Botany St, Alison Rd. Unaltered on return.

Timetable Summary

26 February 1950

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

* More frequent in peak hours.

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

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

December 1966

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

* More frequent in peak hours.

† Selected trips extended from Maroubra Beach to Pagewood Depot.

J – To Maroubra Junction.

M – To City (Martin Pl).

2 November 1986

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

* More frequent in peak hours.

Route 399

CITY (Circular Quay) – MALABAR via Anzac Pde (LIMITED STOPS, "CITYLINK") ■

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

4 December 1989: Monday-Saturday daytime limited stop service commenced by Urban Transit Authority of NSW, complementing 394.

5 May 1990: Saturday service ceased.

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

Streets

From 4 December 1989

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

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

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

Timetable Summary

4 December 1989

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

Route 399

SYDENHAM – MAROUBRA BEACH (summer school holiday weekends) ■

Timeline

30 November 1991: Summer weekend school holiday service commenced by State Transit Authority of NSW.

Easter 1992: Ceased.

Streets

From 30 November 1991

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

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

Timetable Summary

30 November 1991

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

A – Summer weekend school holidays.

Route 399

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

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

Route X99

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

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

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

19 November 1995: 399 commenced by State Transit Authority of NSW:

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

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

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

1 January 2005: Became part of Contract Region 9.

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

- 399 altered to run University of NSW – Little Bay via Malabar Heights (*see next entry*).
- X99 ceased. Replaced by 399.
- City – University of NSW replaced by 396 & L3 light rail service.

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 399

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

From 19 November 1995

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

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

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

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

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

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

From 23 June 2002

Alteration

Extension to La Perouse ceased.

Route X99

Prince Henry Hospital to City (Museum Station)

From 23 June 2002

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

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

Timetable Summary

23 June 2002

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

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

* More frequent in peak hours.

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

T – To City (Martin Pl).

U – To City (Museum Station).

Route 399

UNIVERSITY of NSW (Day Av) – MALABAR HEIGHTS – LITTLE BAY via Anzac Pde

(See also separate Chronology of Routes with Sydney Region numbers along Anzac Pde (south of Alison Rd) & Bunnerong Rd -- in preparation.)

Timeline

5 December 2021:

- 399 in previous entry altered/curtailed to run University of NSW (Day Av) – Malabar Heights – Little Bay (selected morning peak hour trips continue as 394X from University of NSW (Day Av) to City (Museum Station), as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- City – University of NSW replaced by 396 & L3 light rail service.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 9.

Streets

From 5 December 2021

From Little Bay (Anzac Av at Pine Av) via Anzac Pde, Bilga Cr (**Malabar Heights**), Nix Av, Zions Av, Prince Edward St, Ireton St, Austral St, Anzac Pde (**Malabar, Maroubra Junction, Kingsford, Kensington**), Day Av (**University of NSW**), Houston St, Strachan St, Anzac Pde, Prince Edward St, then reverse route to Little Bay.

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		
University of NSW (Day Av)-Malabar Heights-Little Bay	55 round trip	M-F	Little Bay	5.04am	Day Av	11.57pm	20*	A
		Sat		5.04am		11.57pm	20	
		Sun		6.04am		11.57pm	20	

* More frequent in peak hours.

A – Selected morning peak hour trips continue from University of NSW via 394X to City (Museum Station).