

The Times

November 2015



A journal of transport timetable history and analysis



Inside: Catch the 389 bus with the PM

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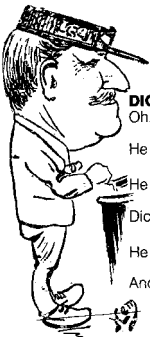
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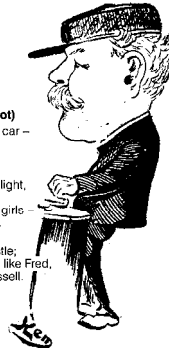
Geoff LAMBERT On the 389 bus with Malcolm in the Middle

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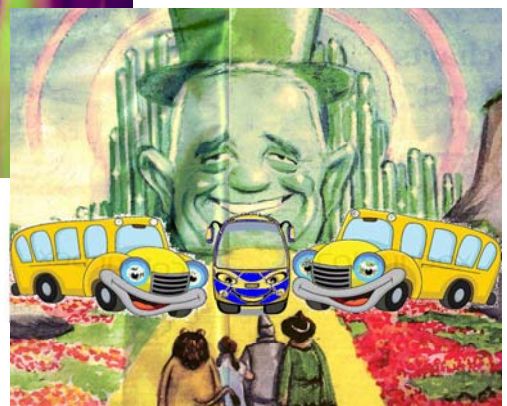
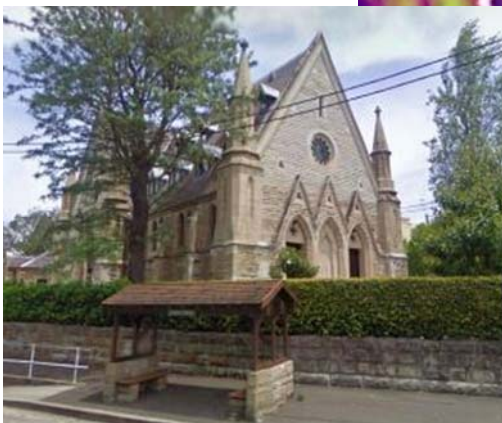
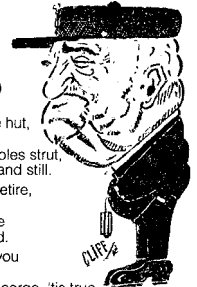


DICKY BIRD WARREN
 Oh, Dickie is a driver bold,
 This Dickie bird is gay;
 He drives a mulish jerky car
 Out charming "Bellevue" way.
 He comes from wicked Melbourne town,
 Where girls are gay and fair;
 Dick was a bright Hanspector then,
 On trams that run down there.
 He is a "sport" – yes, bet your boots,
 Great races once he ran;
 And though his name is plainly Scotch,
 Dick is an Irishman.

FRED RUSSELL
 (A well-known Waverley Pilot)
 Here's Fred at last on his old car –
 Fred everybody knows,
 Out Waverley, as cherilee,
 Upon his car he goes.
 He's most polite, his heart is light,
 In him there is no guile;
 His lovely curis they cog the girls –
 He's famous for his smile.
 Upon the car he is a star,
 And he's the bloke to hustle;
 Oh, strike us red! there's few like Fred,
 Whose other name is Russell.



"GEORGE COX" (Starter)
"Belly View" Hill
 He squats beneath his little hut,
 Up on the lonely hill,
 Where spooney loving couples strut,
 When the night is dark and still.
 They say that soon he will retire,
 And go upon the land;
 With fifty thousand acres he
 Intends to make a stand.
 May fortune always follow you
 Wherever you may go;
 The "boys" will miss you, George, 'tis true,
 Also your fond "Right oh!"



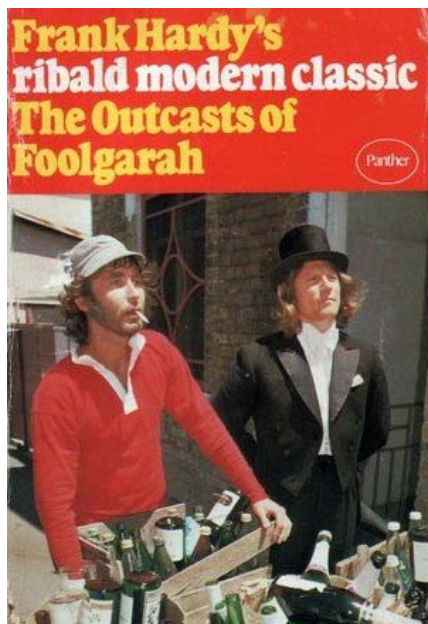
On the 389 with Malcolm

GEOFF LAMBERT describes an iconic bus route to Pollie-land

A FEW YEARS AGO, I WAS NEARLY skittled at the Moncur St / Morrell St corner by a man in a silver-grey suit driving a silver-grey Beamer through Silvertail-land. This was my personal introduction to Malcolm Turnbull – for once driving instead of catching his “favourite bus, the 389”. The 389 is my favourite bus too – it’s everybody’s favourite bus. The SMH even wrote a feature story on it – reproduced in this magazine in the July 2012 issue. The front cover photo of this issue is taken at the exact spot where Malcolm and I had our *contretemps*.

The area of Foolgarah (better known as Woollahra) has always been a hot-bed of silver-tailed pollies. Living in the blocks bounded by Queen St, Moncur St, John St and Ocean St have been no fewer than five senior politicians—Peter Coleman, Neville Wran, Paul Keating, Nick Greiner and Malcolm Turnbull. I remember once walking into Nifty’s office, high above Macquarie St, to find him squinting through a telescope towards his Woollahra home. His explanation? - “When dinner is nearly ready, Jilly waves to me and I go home”. But he always rejected the 389 in favour of a chauffeured car. Other Woollahra pollies were parodied in Frank Hardy’s classic “Outcasts of Foolgarah” — the thinly disguised “Billy Bigears”, “Silly Sneed Hern”, “Percival Snotton” and “Crazy Darcy Meanswell”. Even Tony Abbott, our former PM, was wont to frequent [Bistro Moncur](#) when hatching plots.

So, it’s not surprising that at least one of them would be a public transport user. Malcolm proclaims himself to be an enthusiastic one. The photo on the front cover



Interestingly, the Powerhouse Museum has managed to accurately portray the malnourished state on many of the horses on the Woollahra service.



was posted on his Twitter account in July 2013, when he was still in Opposition. Malcolm implied that the photo was a “selfie” and asserted that he held the phone in his “prehensile toes”. However, the real photographer appears in the driver’s mirror! Although Malcolm is PM, he says that he is not moving out of home into Kirribilli House and will “try to” keep using the 389. We can expect his bus stop at Jersey Road (bottom left, our page 2) to be crowded with rubber-neckers, journalists, security blokes and bewildered passengers. The Federal Police have already confirmed that this is something with which they can cope (*The Australian* 26-Sep-2015, Moir cartoon, our page 2).

What will they sally on the trip and where will they go?

Like many Sydney bus routes, the 389 and other services relevant to the PM, were based on much older transit routes—horse omnibus, steam tram, cable tram, horse bus again and, penultimately, electric trams.

A note about the timetables

It has been hard to find timetables to cover the whole gamut of public transport to the Woollahra area. Duncan MacAuslan has hypothesised (*The Times* June 2011) that the absence of timetables for horse bus

services was because the timetables were set, in many instances, by Government Regulations. Some horse-bus companies published timetables—or at least summaries thereof—in newspapers, sporadically. PTTs for trams were published monthly in booklet form during the steam era, as per the issue described in *The Times* article *Leichhardt Line Through Trams* in 2014. There are no archive copies; they were probably thrown out or pulped during the war. There are copies in museums - but quite rare. There were certainly Working Timetables (WTTs)—I have a copy of a Department of Government Tramways “General Orders” book for 1898, specifying who was to receive them. Only a few WTTs have survived. The 1908 “Regulations” book seems to indicate that WTTs were already being phased out, because drivers were enjoined to adhere to the Public Timetable, whenever a WTT was not provided.

The table from Keenan’s book “The Eastern lines” (our page 17) shows no fewer than 58 distinct timetables for the North Bondi via Bellevue Hill tram. Presumably, this information comes from an archived set of paper copies.

Many of the “pre-bus” timetables herein are not tables of times in the traditional

WAVERLEY AND WOOLLAHRA UNITED 'BUS CO.
 Waverley, 3d; Waverley, 3d; Waverley, 3d.
 All children above five years full fare. The above Co.'s 'buses will leave Waverley every ten minutes, from 8 a.m. to 8 p.m., and from Macquarie-place 8.50 a.m. to 9 p.m. A late 'bus will leave Waverley at 9 p.m., and from theatres after the performance. Fare, 6d.
JOHN O'DOWD, Manager.

TIME-TABLE for Omnibuses to and from Woollahra and Macquarie-place.

In.

Places.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Woollahra Stand	8:0	8:8	8:16	8:24	8:32	8:40	8:48	8:56	9:4	9:12
Piper-street, South Head Road	8:15	8:23	8:31	8:39	8:47	8:55	9:3	9:11	9:19	9:27
Crown-street	8:25	8:33	8:41	8:49	8:57	9:5	9:13	9:21	9:29	9:37
Market-street	8:30	8:38	8:46	8:54	9:2	9:10	9:18	9:26	9:34	9:42
Macquarie-place.....	8:35	8:43	8:51	8:59	9:7	9:15	9:23	9:31	9:39	9:47

Every 8 minutes up to 8:20 P.M. ; then 15 minutes till 9 P.M. ; Saturday till 9:30 P.M.

Out.

Macquarie-place.....	8:35	8:43	8:51	8:59	9:7	9:15	9:23	9:31	9:39	9:47
Market-street	8:42	8:50	8:58	9:6	9:14	9:22	9:30	9:38	9:46	9:54
Crown-street	8:50	8:58	9:6	9:14	9:22	9:30	9:38	9:46	9:54	10:2
Piper-street.....	9:0	9:8	9:16	9:24	9:32	9:40	9:48	9:56	10:4	10:12
Woollahra Stand	9:10	9:18	9:26	9:34	9:42	9:50	9:58	10:6	10:14	10:22

Every 8 minutes up to 9 P.M. ; then 15 minutes till 10 P.M. ; Saturday till 10:30 P.M.

Bradshaw sense; they are more like "ABC timetables" in that they list departure times in a single block of text, then (usually) a few intermediate running times. Malcolm would have had to have been a mathematician to interpolate when he might expect a tram to show up at Moncur St. On the other hand, when peak hour trams ran at 3 minute intervals, why would he care? We live in an age when Malcolm can twiddle his timetable app to show the latest tabled and real times at every single stop. It was never thus.

Summaries of the attributes of some of the timetables and the streets served appears on page 18.

Horse bus

The Waverley and Woollahra United Omnibus Company (Ltd) was formed by the uniting of previous individual operators in 1870, but its first timetable did not appear until 3 January 1872 [page 3]. The company operated from stables in John Street. From 30 June 1873 the W&W started a service to Paddington; it also operated services to Woollahra and Coogee via Waverley — the Government-regulated

timetable for the Woollahra service, published about a fortnight later in the *NSW Government Gazette*, appears above. The company suffered much from the condition of the roads and was regularly the subject of complaints. When the steam trams to Randwick began in September 1880, taking away traffic along Oxford Street, the W&W ceased trading within three months. It sold off its stables and its 200 horses at a multi-day auction in November/December 1880.

The Sydney Tramway and Omnibus Company (ST&OCO:- it never owned or operated a tramway but had 64 bus routes in and around Sydney) and Harrison Bros, operators of the Surry Hills route, took over the services of the Waverley and Woollahra. No timetables for these services have ever been found.

Steam trams

It is a measure of the tenor of the times that, when the first steam tram (Belmore Park to Hunter St) came upon the scene in September 1879, a clamour arose for more. An Act (No. 25 of 1880) authorising 12

lines was passed seven months later. Line #5 was described as: *A line to branch off the line at Paddington thence passing along Piper Street and Upper Ocean-street and terminating at Woollahra.*

Construction of this line was commenced in March 1881 and in eight weeks the thing was done. The line branched at Darlinghurst Junction (Taylor Square), ran along Oxford Street and climbed the steep slope of Barracks Hill to Queen Street, then turning left into Ocean St, where it terminated outside the Council Chambers.

Optimism ruled at the Chambers on 16 May 1881 when the steam tram arrived at that elite nest of the eastern suburbs. A superb banquet celebrated the opening of the new line. A Council advertisement in the SMH announced: *"A banquet will be held in the Council Chambers, Woollahra, at 8 o'clock this evening, ... a SPECIAL TRAM is to start from Hunter-street at 7.38 p.m., conveying passengers to the banquet, and will await its conclusion. Stoppages are to be made on each journey, at Botany-street, Glenmore-road,*



Steam tram at Woollahra terminus

Depart from Hunter-street.				Depart from Woollahra.			
a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.
5.40	10.23	2.38	7.13	6.20	11.44	3.59	8.34
5.50	10.48	3.3	7.38	7.34	p.m.	4.21	8.59
6.38	11.13	3.28	8.3	7.59	12.9	4.49	9.24
7.3	11.38	3.53	8.28	8.24	12.34	5.14	9.49
7.28	p.m.	4.18	8.53	8.49	12.59	5.39	10.14
7.53	12.3	4.43	9.18	9.14	1.24	6.4	10.39
8.18	12.28	5.8	9.43	9.39	1.52	6.29	11.4
8.43	12.53	5.33	10.8	10.4	2.19	6.54	11.29
9.8	1.18	5.58	10.33	10.29	2.44	7.10	11.54
9.33	1.46	6.23	10.58	10.54	3.9	7.44	a.m.
9.58	2.13	6.48	11.23	11.19	3.34	8.9	12.19

SUNDAYS.							
a.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
9 0	2 13	4 43	8 53	9 56	3 9	5 39	9 54
9 50	2 38	5 8	9 47	10 43	3 34	6 4	10 43
10 37	3 3	5 33	10 13	p.m.	3 59	6 29	11 9
p.m.	3 28	5 58		12 29	4 24	6 54	
12 47	3 53	6 23		1 54	4 49	8 59	
1 48	4 18	6 48		2 44	5 14	9 24	

Begg-street, Elizabeth-street, and Queen-street". One can deduce from this (perhaps) that the express running time for the line was 22 minutes, a tad faster than Malcolm's bus today.

The first tram the next day was a single steam motor hauling two double deck cars, with Tramway Traffic Superintendent James Roberts on board. It left the Hunter Street city terminus at 7.03 a.m. and returned from Woollahra at 7.36 a.m. No official opening ceremony was held.

The first timetable for the line, from the SMH, is shown above. A regular service was provided between Hunter Street, City and Woollahra running at about 25 to 30 minute intervals on weekdays. The frequency was similar to that provided on the Randwick line, in order to reduce delays on the common section of single track shared by the two services in Liverpool and Oxford Streets. On Sundays, trams ran at approximately hourly intervals in the morning and about every 30 minutes in the afternoon and evening.

Stopping places were located at Botany St (Taylor Square), Dowling St, between Greens Rd and Hopewell St, Begg St, Regent St, Elizabeth St, Point Piper Rd, Queen St, Walker St and Ocean St. The extension comprised two fare sections, the first ending at Elizabeth St., Paddington and the second at the terminus. Fares were 2d. per section.

Trams normally comprised one motor and one car. At a premium fare, passengers could have the Palace Car (right)—an ornate upholstered, high-ceilinged carriage, assigned to the comfort of the cigar-smoking and top-hatted patrons who made their way from leafy mansions to the counting houses of old Sydney. It was built by Hudson Brothers of Regent Street, Red-

fern and displayed at the Melbourne International Exhibition before entering service in 1881. It was not a success.

The Cable Tram invades

Convenient as the steam tram was for the top-hatted Burghers of Woollahra, the cable tram which terminated at the north end of Ocean St was better, more frequent and more dignified—"gliding along with swan-like motion". This line was opened on 19th September 1894, running from the Darling Harbour end of King Street, along St James Rd, College, Boomerang and William Streets then Bayswater Rd and New South Head Rd to Ocean St.

Consequently, the steam tram service along Ocean St to Woollahra finished on 28th February 1895, although the tracks remained for many years—almost up to the day when the electric trams were due to arrive. For the residents in the area where Malcolm was later to take up residence, this was something of a blow—they faced a considerable walk of about 10 minutes north or south to reach a tram line. That meant it took some 32 minutes—instead of

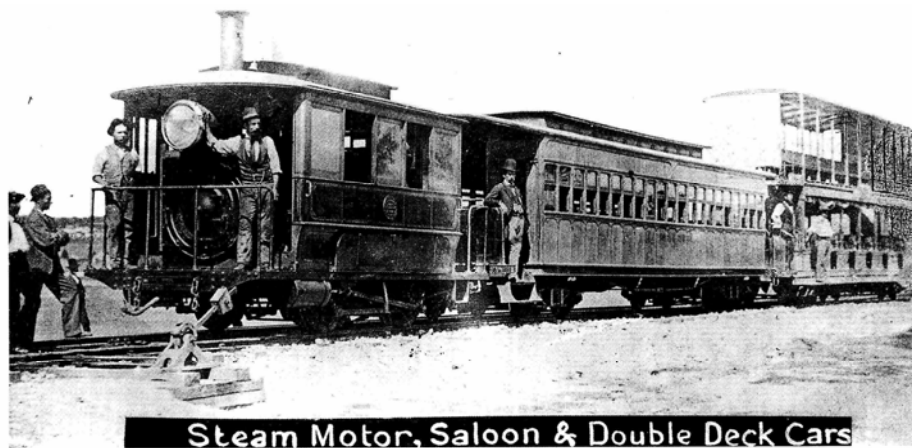
22—to get from Moncur St to the city. The residents were not happy and had to revert to horse buses for the next 14 years.

Although the cable line was not the first in Sydney, the technology took quite a while for the system to be bedded down. Gradually, over several years, the cable was wound faster, the number of trams increased (especially after the North Sydney line was closed) and there was a general tightening up of operations. Major new timetables were introduced on

- 9th January 1895
- 5th September 1898
- 8th October 1898
- 20th August 1900
- 1st October 1901

Cable trams were not trouble free—or at least the cable was not trouble-free. The cable might break or become irretrievably entangled in a grip. Detailed instructions were issued as to the restoration of service and the handling of the build up of waiting passengers following any interruption to the service. In the case of the Powerhouse to Ocean Street section, four horse buses were to be obtained to run a replacement service. Following a ten minute delay, two special trams were to be put in service with the number built up by another car for a 15 minute delay, or two more for twenty minutes. If two or three trams were delayed along the route, the first to move off was required to run through without stopping to regain time; if four or five were delayed, the first two ran through; if six or seven, the first three ran through. Gripmen of overloaded trams were to request intending passengers to join the next tram.

The cable line was extended to Rose Bay in 1898, the extension being of electrified track. In 1900, the cable line west to the depot was electrified, enabling self-propelled empty-running journeys to the depot. From 1902, these journeys were incorporated into the normal schedules and passengers were carried. In 1902, it was decided to replace the cable tram with electric and the whole line had been electrified by March, 1903. The last cable tram ran on 5th January 1905.



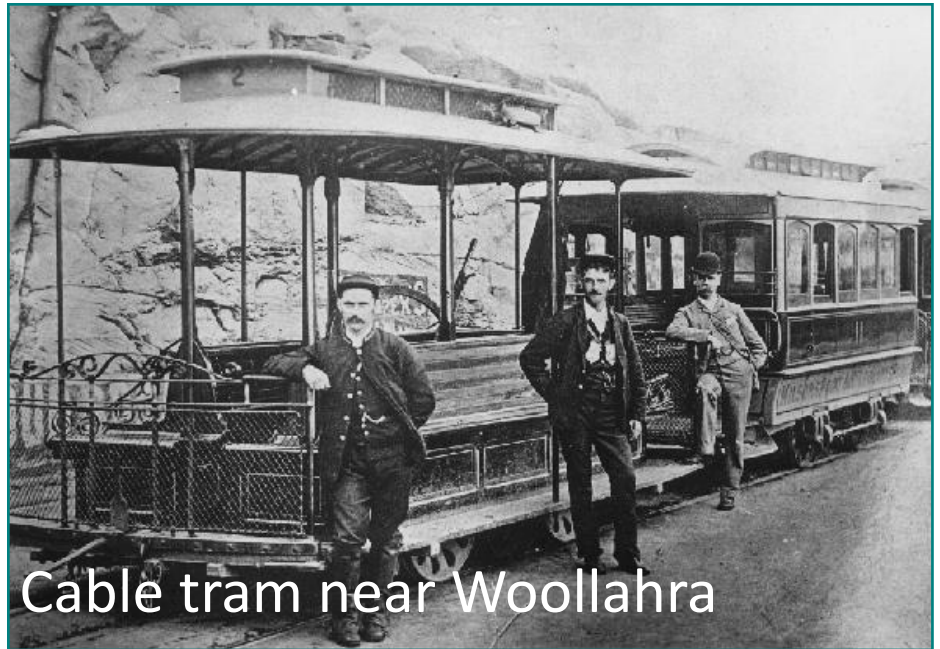
Steam Motor, Saloon & Double Deck Cars

Although the old Ocean St terminus was a terminus no more, the electrified line was, of course, still an option for Malcolm to get to the city and was to remain so for another 4 years. He recently tweeted a picture of the replacement electric tram in about 1960, outside the Edgecliff Post Office and which is now the location of his electorate office. Naturally he advertises this office on Google Earth.

Back to the Future— Horse buses return

According to Keenan’s book “*The Eastern Lines*”, the area between Oxford St and New South Head Road—abandoned by the steam tram in 1895—had an intensive horse bus service as a fill-in until the trams returned in 1909. At the turn of the Century, the Sydney United Omnibus Company operated two horse bus routes from the City to Woollahra—one via Glenmore Road, the other essentially a replication of the abandoned steam tram route. There was also a service operated by a Mr William Tilley along Glenmore Road. As a result, there were some 55 buses in competition along this route, proving a 4-minute frequency of service.

Duncan MacAuslan writes as follows: “The horse buses had always operated along Glenmore Road ... Keenan is wrong about the SUOC. The SUOC became part of the Sydney Tramway & Omnibus Company in October 1877 but the press often misreported the name. The ST&OC had taken over the Glenmore Road line on the W&W company’s demise. When it went into liquidation the ST&OC sold the Paddington line to Henry Alexander for £3,000, which appears to have included their Paddington stables—the same ones built by the W&W

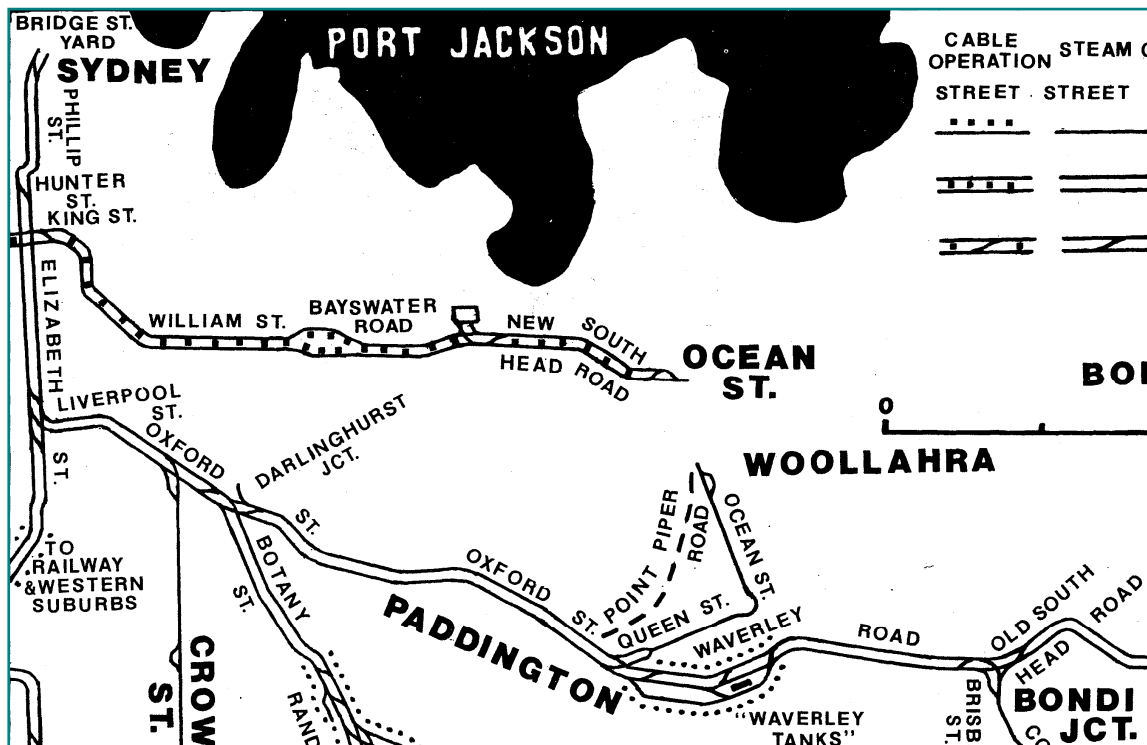


Cable tram near Woollahra

company many years prior. The ST&OC had ceased business completely by early 1897.

“Henry Alexander had acquired the ST&OC’s Hargrave St and Point Piper Rd services in December 1896 and formed the Eastern Suburbs Omnibus Company operating “Favourite” branded buses. Following a reduction in tram fares to a penny a section in 1900 profits reduced considerably. In December 1901, Alexander shipped 50 horses and six buses to Melbourne. His stables in Jersey Road, Paddington, originally those of the Waverly and Woollahra company, were demolished in February 1903.

“In April 1897 William Tilley (operating over the old steam tram route) complained that a report on the Queen and Ocean streets bus route being in a dirty condition was likely to injure him, owing to the similarity of routes. He requested that the other route not be allowed to advertise ‘*Queen Street*,’ because they only traversed a small portion, whilst his buses used the whole of it. Permission had been given to the ST&OC in May 1895, to ply from Ocean St, via Queen St and Point Piper Rd, and the words ‘*Queen and Ocean Streets*’ were allowed to be painted on their vehicles. The board decided that the Tilley be informed accordingly. In December 1899 his drivers struck over new reduced condi-



tions. Tilley drove himself and employed new drivers.

“By 1903 there were only 9 buses operating to Woollahra. I've never seen a timetable.”

The Electric Tram arrives

In the late 1890s, the heavy horse bus traffic through the streets of Woollahra led the Woollahra Council to lobby for a tramway to replace it. Various proposals were floated over the next ten years, and resulted in exhaustive investigations by the Public Works Committee. Nothing eventuated until June 1907, when construction commenced. It wasn't until February 1909 than an electric tram service commenced between the City and Bellevue Hill, with no fewer than three opening ceremonies being held in the rain. The line used portions of the old steam tram route along Moncur St and Queen St before entering Old South Head Rd. Between Queen St and Oxford St, the old steam tram track was restored to enable trams to come and go from Waverley Depot. This section of track is now followed by the 389 bus.

Thus the 1909 inhabitants of Moncur St and its surrounds got their trams back.

In 1914, the Bellevue Hill line was extended to North Bondi, where it met the existing line from Bondi Beach. Another spate of opening ceremonies resulted, with the official party changing trams at Bellevue

Hill, before opening the line on a section of track already opened 5 years earlier. Keenan assumed that the new track was connected to the existing line at Bellevue Hill late in the evening of Sunday, December 20, ready for introduction of the extended service the next morning. This resulted in the balloon loop at Bellevue Hill being disconnected and abandoned and as no crossover was provided there the new timetable featured a through service between Circular Quay and Bondi Beach with alternate trips during the day on weekdays running only between Circular Quay and Grosvenor Street. During the previous week, last minute arrangements had been made to equip the 43 K class and 16 E class cars attached to Waverley depot with suitably abbreviated "Bondi via Bellevue Hill" and "Circular Quay via Bellevue Hill" signs for display by cars on the extended service.

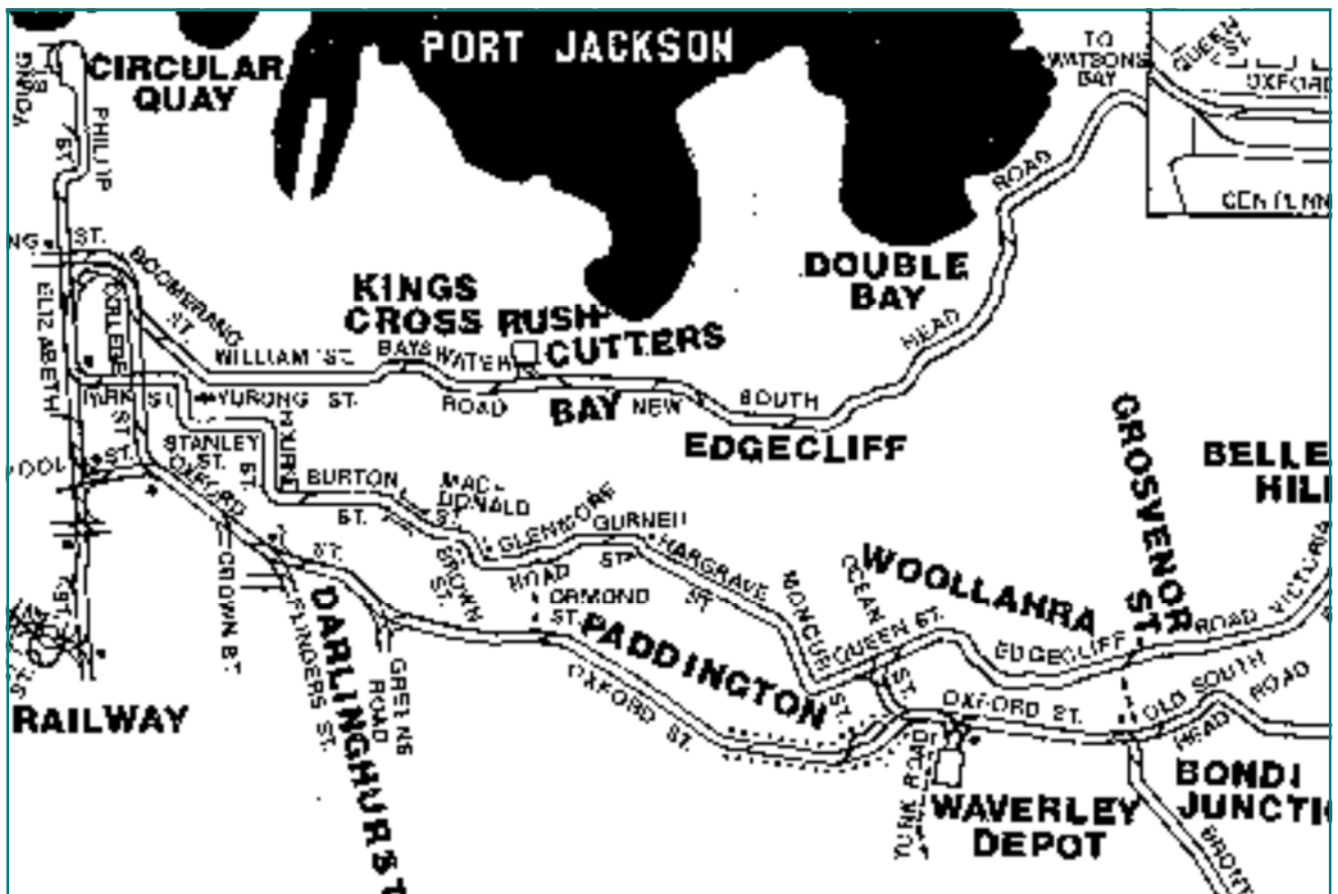
The weekday service in 1909 was basically a 5-minute interval one nearly all day from 7AM to midnight. The running time to Ocean St was 25 minutes, about the same as today. Weekday running times wobbled about between 20 and 25 minutes for the next 50 years, but Sunday services could be as fast as 18 minutes. Tables of frequencies and running times appear on our page 17. Samples from the timetable booklets of 1937 and 1944 appear on our page 8.

The following line history is abstracted from Keenan's book, *The Eastern Lines*.

Stopping places on the new extension were established at Banksia Rd, Bundarra Rd, O'Sullivan Rd, Simpson St, Sophia St, Bondi Rd, and the terminus. The running time between Bellevue Hill and Bondi Beach was eleven minutes.

Regular services commenced on Monday, December 21, 1914, with the provision of a ten minute service between Circular Quay and Bondi during weekday peak hours, supplemented by additional trips forming a 3, 3 and 4 minute interval between Circular Quay and Grosvenor Street. Between the peak hours and at night on Mondays to Fridays, as well as on Saturday mornings, a twenty minute frequency was provided between Circular Quay and Bondi with a twelve minute headway in operation on Friday late shopping nights and throughout Saturday afternoon and evening. These services were supplemented by additional trips forming ten and six minute headways respectively between Circular Quay and Grosvenor Street. On Sundays, trams ran between Circular Quay and Bondi at fifteen minute intervals in the morning and every seven and eight minutes in the afternoon and evening.

The absence of a crossover at the old Bellevue Hill terminus was rectified when one was installed ready for us from May 15, 1916. This coincided with the introduc-



RAILWAY-BONDI BEACH-NORTH BONDI.

Via Elizabeth Street,

Table with 2 columns: From Railway Square Loop (Down) and For Railway Square Loop (Up)

MONDAYS TO FRIDAYS.

For North Bondi.—4.44, 5.11, 5.36, 6.1, 6.13, 6.28, 6.38, 6.46, 6.54 a.m., every 7 and 8 mins. to 5.3, every 6 mins. to 6.9, 6.16, 6.23, every 7 and 8 mins. to 8.37, every 10 mins. to 11.47, 11.59 p.m., 12.13, 12.36 a.m.

SATURDAYS.

For North Bondi.—4.44, 5.11, 5.37, 6.1, 6.15, 6.30, 6.43, 6.53, 7.2, 7.13, 7.23 a.m., every 7 and 8 mins. to 11.54, 11.59 p.m., 12.17, 12.15, 12.36, 12.0 a.m.

SUNDAYS.

For North Bondi.—6.30, 7.0, 7.30, 7.53, 8.13, 8.30, 8.45, 8.57 a.m., every 10 mins. to 10.37, 10.52, 11.7, 11.27, 11.47 p.m., 12.12 a.m.

For stopping places, time of journey, &c., see page 45.

† To Denham-street only.

BELLEVUE HILL-BONDI-NORTH BONDI.

(Via Elizabeth-street.)

Table with 2 columns: FROM CIRCULAR QUAY (Young-street) and FOR CIRCULAR QUAY.

MONDAYS TO FRIDAYS. For Bellevue Hill.—4.34 (from Park-street only), 5.55, 6.10, 6.25, 6.40, 6.50, 6.57, 7.0, 7.7, 7.10, 7.17, 7.20, 7.26, 7.32, 7.37 a.m., ev. 5 mins. to 12.7, 12.14, ev. 6 mins. to 3.50, ev. 4 mins. to 4.28, ev. 2 mins. to 6.18, 6.23, 6.28, 6.34, 6.40, 6.46, 6.52, 7.0, ev. 10 mins. to 10.50, 10.55, 11.0, 11.5, 11.10, 11.20, 11.30, 11.40, 11.50 p.m., 12.50, 1.50 a.m.

MINIMUM FARES.—A minimum fare of 4d. will be charged on the first section on North Bondi trams leaving Circular Quay via Bellevue Hill at 4.48, 4.54, 5.2, 5.9, 5.18, 5.25, 5.33, 5.39, 5.49 and 5.58 p.m. on Mondays to Fridays.

SATURDAYS.

For Bellevue Hill.—4.34 (from Park-street only), 5.55, 6.12, 6.25, 6.40, 6.50, 7.0, 7.19, 7.20, 7.29, ev. 6 mins. to 8.38, 8.43, 8.48, ev. 4 mins. to 11.50 a.m., 12.2, ev. 2 mins. to 12.36, 12.39, 12.42, 12.45, 12.48, 12.50, 12.53, 12.55, 12.58, 1.3, 1.3, 1.3, 1.3, 1.6, 1.20, 1.25, 1.31, ev. 7 and 8 mins. to 4.38, ev. 5 mins. to 4.43, 6.49, 6.55, 7.3, ev. 7 and 8 mins. to 10.38, 10.45, 10.50, 10.55, 11.0, 11.5, 11.10, 11.15, 11.20, 11.27, 11.35, 11.42, 11.50 p.m., 12.20, 1.30 a.m.

For North Bondi.—4.34 (from Park-street only), 5.55, 6.12, 6.25, 6.40, 6.50, 7.0, 7.10, 7.20, 7.30, 7.38, ev. 6 mins. to 8.38, 8.43, 8.48, ev. 4 mins. to 11.50, 11.59 a.m., 12.2, 12.8, ev. 4 mins. to 12.36, 12.42, 12.48, 12.53, 12.58, 1.3, 1.8, 1.12, 1.16, 1.20, 1.25, 1.31, ev. 7 and 8 mins. to 4.38, ev. 5 mins. to 4.43, 6.49, 6.55, 7.1, ev. 7 and 8 mins. to 10.38, 10.45, 10.50, 10.55, 11.0, 11.5, 11.10, 11.15, 11.20, 11.27, 11.35, 11.42, 11.50 p.m., 12.20, 1.30 a.m.

† All-night Fares.

* To or from Bondi Beach only.

STOPPING PLACES.—Paddington, Bondi Junction, Bondi Beach, North Bondi, Waverley, and Bronte.

FIRST SECTION.—Circular Quay, u Young, b Bridge, Bent, Hunter sts., Martin-place, King-st., Market-st., Park-st. Jct., Bathurst-st., Liverpool-st. Jct., † Liverpool and Commonwealth Sts., College-st. Jct., u Riley-st., Crown-st., Darlinghurst Jct., † Victoria, u Dowling Sts.

SECOND SECTION.—Darlinghurst Jct., † Victoria-st., u Dowling-st., † Comber street, Glenmore-rd., Span Pole No. 18, Women's Hospital, † Ormond-st., u Oatley-rd., William-st., Elizabeth-st., Jersey-rd., Queen-st., † Victoria-av., Moncur-st., † Ocean-st. (regular stopping-place, Down journey, 7.15 to 8.0 p.m. and 10.30 to 11.0 p.m. on Week-days, and 1.45 to 2.15 and 4.30 to 5.0 p.m. on Saturdays and Holidays), u Waverley Depot, † Nelson, † au Ruthven, † Denison, Newland sts. Bondi Jct., Ebley-st. (Bronte Line), † a Waverley-st. (Bondi Line).

NORTH BONDI LINE.

THIRD SECTION.—Newland-st., Bondi Jct., † a Waverley-st. (regular stopping place, 7.15 to 8.0 p.m. and 10.30 to 11.0 p.m. on Week-days, and 1.45 to 2.15 p.m. and 4.30 to 5.0 p.m. on Saturdays and Holidays), Bondi-rd., † a Council Chambers † Flood, Penkivil, Ocean, u Watson, † Wellington sts., † Olympic No. 2 Picture Theatre, near A'Beas-st., 7.15 to 8.0 p.m. and 10.30 to 11.0 p.m. on Week-days, and 1.30 to 2.30 p.m. and 4.30 to 5.30 p.m. on Saturdays and Holidays), † Imperial-av., Denham-st., † Fletcher's Glen, † Dudley-st., † a Wilga-st., u Notts-av., † Sir Thomas Mitchell rd., Lamrock-av., Hall-st., † c Bridge to Beach, Curlew-st., Wairoa-av., † a Anzac Memorial Hall, † Ramsgate-av. (regular stop on Down journey 7.30 p.m. to 8.30 p.m., Mondays to Saturdays, and 10.0 a.m. to 11.30 a.m. on Sundays), † Scarborough-crescent, Terminus.

BRONTE LINE.

THIRD SECTION.—Newland-st., Bondi Jct., Ebley-st., Birrell-st., Church-st., Charing Cross, Albion-st., McPherson-st. Jct., † Leichardt, † Edgar, † au Arden, † a Evans, Thomas, † a Collingwood streets, Tippen-avenue, † Pacific-street (Bronte Baths), Bronte Terminus.

TIME OF JOURNEY FROM CIRCULAR QUAY.—Liverpool-st. Jct., 8 (Sundays, 7); Darlinghurst Jct., 12 (Sundays, 10); Bondi Jct., 24 (Sundays, 22); Albion-st., 28 (Sundays, 26); Denham-st., 31 (Sundays, 29); Waverley, 32 (Sundays, 30); Bondi Beach, 36 (Sundays, 34); Bronte, 35 (Sundays, 33); North Bondi, 39 (Sundays, 37) minutes.

STOPPING PLACES.—Railway-Bondi Beach-North Bondi and Railway-Bronte.

FIRST SECTION.—Railway Square Loop, Railway Waiting Room, Rawson-place, Eddy-av. Waiting Room, u Span Pole 56, u Reservoir, † Hay, † Campbell sts., u Wentworth-av., Goulburn-st. Jct., Liverpool-st. Jct., † Liverpool and Commonwealth Sts., College-st. Jct., u Riley-st., Crown-st., Darlinghurst Jct., † Victoria, u Dowling Sts.

SECOND SECTION.—Darlinghurst Jct., † Victoria-st., u Dowling-st., † Comber st., Glenmore-rd., Span Pole No. 18, Women's Hospital, † Ormond-st., u Oatley-rd., William-st., Elizabeth-st., Jersey-rd., Queen-st., † Victoria-av., Moncur-st., † Ocean-st. (regular stopping place, Down journey, 7.15 to 8.0 p.m. and 10.30 to 11.0 p.m. on Week-days, and 1.45 to 2.15 and 4.30 to 5.0 p.m. on Saturdays and Holidays), u Waverley Depot, † Nelson, † au Ruthven, † Denison, Newland sts., Bondi Jct., Ebley-st. (Bronte line), † a Waverley-st. (Bondi line).

THIRD SECTION.—Same as North Bondi and Bronte shown above. TIME OF JOURNEY FROM RAILWAY SQUARE LOOP.—Liverpool-st. Jct., 6 (Sundays, 5); Darlinghurst Jct., 10 (Sundays, 8); Bondi Jct., 22 (Sundays, 20); Denham-st., 29 (Sundays, 27); Waverley, 30 (Sundays, 28); Bondi, 34 (Sundays, 32); Bronte, 33 (Sundays, 31); North Bondi, 37 (Sundays, 35) minutes. Fares and Conditions, see back page.

† Regularly on Up, when required on Down journey. † Regularly on Down, when required on Up journey. † Down journey only. † Up journey only. † Conditional stop between 6.30 p.m. and 8.30 p.m. Down journey only.

BELLEVUE HILL-BONDI-NORTH BONDI.

(Via Elizabeth-street.)

Table with 2 columns: FROM CIRCULAR QUAY (Young-street) and FOR CIRCULAR QUAY.

MONDAYS TO FRIDAYS. For Bellevue Hill and North Bondi.—4.32 (from Park-street only), 5.49, 5.53, 6.11, 6.25, 6.38, 6.4, 6.53, 6.57, 7.0, 7.10, 7.17, 7.20, 7.26, 7.32, 7.37 a.m., ev. 5 mins. to 11.16, 11.23, 11.33 p.m., 12.15, 1.56 a.m.

For North Bondi.—5.15, 5.43, 5.54, 6.5, 6.17, 6.23, 6.33, 6.39, 6.42, 6.45, 6.49, 6.54, 6.59, 7.2, 7.7, 7.12, 7.19, 7.25, 7.29, 7.35 a.m., every 10 mins. or more frequent intervals to 11.14 p.m., 12.13, 1.56 a.m.

For Bellevue Hill.—10 mins. later than shown from North Bondi and 7 mins. later than shown from Bondi Beach.

SATURDAYS.

For Bellevue Hill and North Bondi.—4.32 (from Park-street only), 5.49, 5.53, 6.11, 6.25, 6.38, 6.4, 6.53, 6.57, 7.0, 7.10, 7.17, 7.20, 7.26, 7.32, 7.37 a.m., ev. 5 mins. to 11.16, 11.23, 11.33 p.m., 12.15, 1.56 a.m.

For North Bondi.—5.15, 5.46, 6.0, 6.5, 6.13, 6.20, 6.28, 6.33, 6.42, 6.50, 6.56, 7.1 a.m., every 10 mins. or more frequent intervals to 11.8, 11.53 p.m., 12.13, 1.56 a.m.

For Bellevue Hill.—10 mins. later than shown from North Bondi and 7 mins. later than shown from Bondi Beach.

SUNDAYS.

For Bellevue Hill and North Bondi.—7.20, 7.31, 7.40, 7.55, 8.10, 8.22, 8.34, 8.4 a.m., every 10 mins. or more frequent intervals to 11.16, 11.23, 11.33 p.m., 12.15, 1.56 a.m.

For North Bondi.—6.40, 7.3, 7.17, 7.32, 7.44, 7.56, 8.6 a.m., every 10 mins. or more frequent intervals to 10.53 p.m., 12.13, 1.56 a.m.

For Bellevue Hill.—10 mins. later than shown from North Bondi.

MINIMUM FARES.—A minimum fare of 4d. will be charged on the first section on North Bondi trams leaving Circular Quay via Bellevue Hill at 4.54, 5.4, 5.10, 5.19, 5.25, 5.33, 5.40, 5.50 and 6.1 p.m. on Mondays to Fridays.

Stopping Places.—North Bondi via Bellevue Hill. FIRST SECTION.—Circular Quay, u Young, b Bridge, Bent, Hunter sts., Martin-place, King-st., Market-st., Park-st. Jct., College-st., Yurong-st., † Yurong-lane, Stanley, Crown, u Palmer, † Bourke, Liverpool, u Burton sts., Darlinghurst (between Forbes and Darley sts.), † Darlinghurst-rd., Victoria, West St.

SECOND SECTION.—Darlinghurst (between Forbes and Darley sts.), † Darlinghurst-rd., Victoria, West, Liverpool, Brown, † Ormond sts., Five Ways, † a between Duxford and Cambridge, Cascade, † Elizabeth, † a Taylor sts., † c Jersey-rd., Queen, Ocean, † Nelson sts., † a Edgecliff-rd., † a Leswell, † a Vernon, Grosvenor-sts., † Adelaide-st.

THIRD SECTION.—Grosvenor-st., † Adelaide-st., † a Magney-lane, † au Old South Head rd., † Kendall-st., † au Bon Accord-av., † a Victoria-rd., † au Park-rd., † Bellevue-rd., Victoria-rd., † a Banksia-st., † a Benelong-rd., † a Bundarra-st., † au Boronia Steps, † au Span Pole 263, † O'Sullivan-rd., † Simpson-st., † ad Wellington-st., † a Span Pole 275, Glenary-av., † Goulding-st., † Campbell-pde., Wairoa-av., † a Anzac Memorial Hall, † Ramsgate-av. (regular stop on Down journey 7.30 to 8.30 p.m., Mondays to Saturdays and 10.0 to 11.30 a.m. on Sundays), † Scarborough-crescent, Terminus.

TIME OF JOURNEY FROM CIRCULAR QUAY.—Forbes-st., 11; Ocean-st., 19; Bellevue Hill, 27; Bondi, 34; North Bondi, 37 minutes. Fares.—† Stops when required only. † Regularly on Up, when required on Down journey. † Regularly on Down, when required on Up journey. † Down journey only. † Up journey only.

tion of a new timetable which provided for the extension to Bellevue Hill of alternate trips running between Circular Quay and Grosvenor Street on Mondays to Saturdays except during peak hours. In the AM peak hour trips now commenced alternatively from Bondi Beach, Bellevue Hill and Grosvenor Street while in the PM peak hour they terminated at these same places. This gave Moncur St a 4-minute interval in the peaks. On Sundays, alternate trips in the afternoons and evenings continued to terminate at Ocean Street at which location they had been curtailed in July, 1915.

During the next few years services were reduced, mainly during off peak hours, in line with reduced staff and demand during the latter period of the First World War. On Sundays, possibly to reduce maintenance on the K class rolling stock, the service was provided by coupled E class cars from March 10, 1918, reverting to coupled K class cars from October 20 with the approach of the warmer months and beach traffic. Following the end of the First World War demand increased resulting in improved services during the 1920's. In addition residential development in the Bellevue Hill area led to the extension of Bellevue Hill off-peak hour trips on Mondays to Saturdays to provide a ten minute service to Bondi from February 19, 1923 and subsequently on Sundays by 1926.

At the end of 1924 bogie cars were permitted to operate on the line. This led to all broken shift Waverley depot trams returning to the depot from Circular Quay after the AM peak hour from June 25, 1926, being diverted to run *via* the Bellevue Hill line (showing "Waverley depot *via* Park Street") thus relieving congestion in Oxford Street. Following residents' complaints at the shunting necessary at Queen and Ocean Streets Junction and, in the absence of a direct connection, trams reverted to the old Oxford Street route from April 3, 1934.

A new Summer Sunday timetable was introduced on October 9, 1927, to cater for increased patronage following opening of the St. James city underground station which resulted in beach-goers travelling by train using the Bellevue Hill line instead of transferring at the Railway to the Bondi tram service from that location. While the service continued to be worked almost exclusively by coupled K class cars on Mondays to Saturdays the opportunity was taken in 1928 to use surplus O class cars not required on other services on Sundays to provide the service on that day. Their introduction on Winter Sundays on July 11 was extended to the summer months from January 27, 1929.

In 1929, following the successful operation of a special trips for a surf carnival, North Bondi became the terminus for both the Bondi via Bondi Jct services (February 18), and the Bellevue Hill route (February 25). The corner of Curlew Street and Campbell Street became the terminus for peak hour journeys displaying "BONDI" with such trips using the double-track curves at the intersection to continue to or from Waverley depot via the main line through Bondi Junction. However, E class cars could not be provided on these trips, together with OP class cars, because such cars were still restricted from passing beneath the Bondi Road overbridge due to restricted clearance. Likewise cars on the service via Bondi Junction terminating or commencing at Bondi ran to or from the depot *via* the Bellevue Hill line and Ocean Street. This resulted in coupled O and P class cars traversing the full length of the line in two sections as most cars running between Waverley depot and Circular Quay at the start or finish of service on the Oxford Street services had used that section of the Bellevue Hill since 1926. The provision of a crossover in Curlew Street west of Campbell Parade on April 15, 1929, enabled selected Bellevue Hill line trips to terminate there and return via the same line thus reducing an excess of trams traversing Campbell Parade between Bondi and North Bondi and causing congestion at the terminus at busy times.

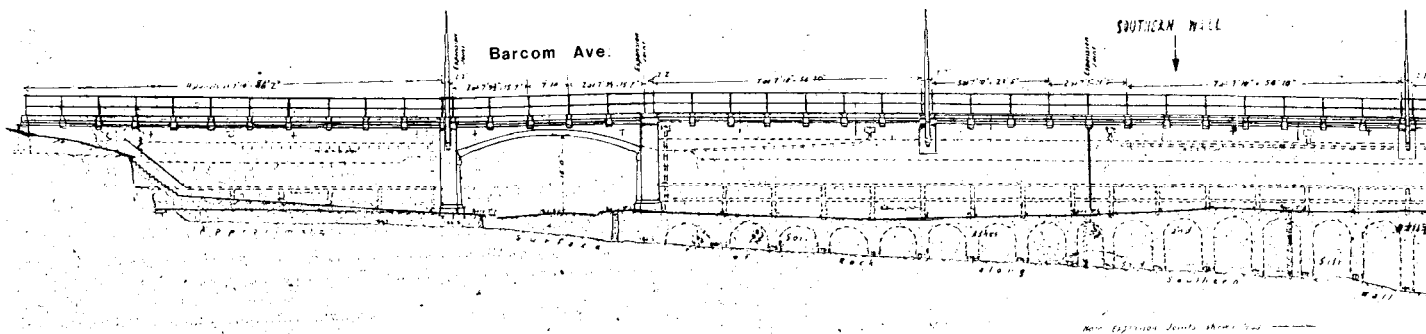
Tenders were called during 1932 for the construction of 200 new corridor type trams with replacement of the single truck cars on the Watsons Bay and North Bondi *via* Bellevue Hill services receiving priority in allocation of the new cars when delivery commenced in

the latter half of 1933 [shades of the Palace Car!]. The first of the new R class cars were ready for service on the Watsons Bay line by October, 1933, and on the sixteenth of that month one car provided a one and a half hour service on the Bellevue Hill line between about 9.30 a.m. and 4.00 p.m. at a special fare of 6d.

By October, thirty R class cars had been allocated to Waverley depot permitting all Sunday services to be operated by them from October 7 followed by the weekday services eight days later. The reduction in seating capacity when the 48 seat R class cars replaced the 100 seat coupled K class was compensated to some extent by an improvement in service frequencies, particularly during off-peak hours, introduced on October 15. However, following overcrowding during the AM peak hour on the first day, four additional runs were allocated to the service from the following morning [giving a 4-minute service]. No doubt some of the overcrowding was caused by a transfer of passengers along the Bondi Beach-North Bondi section as well as by those living in close proximity to both lines in Paddington and Woollahra, who were attracted by the new trams.

One minor problem occurred with the early morning journey from the city which carried the newspapers to the various newsagencies along the line. The design of the R class cars made them unsuitable for the fast loading and unloading of bundles of newspapers and from December 10, 1934, a single O class car was provided on this particular trip.





By January 1935, there were 40 R class cars attached to Waverley depot but full operation by these cars did not occur until February 12, 1936. Not surprisingly during this period some Woollahra passengers waited for the R class cars in preference to joining the older cars, resulting in overcrowding of the long distance North Bondi cars by short distance passengers in the PM peak hour. This problem was overcome in August 1935 by imposing a minimum fare equivalent to the fare for three sections, on passengers joining in the first section, North Bondi trams departing Circular Quay between 4.45 and 6.00 p.m. on Mondays to Fridays. The inhabitants deserved it—and Malcolm could have afforded it.

Commencing in May 1935, further improvements were made to off-peak headways and these continued progressively during the next six years. At the same time, in order to contain operating costs, service frequencies became finely tuned to demand unlike many other lines at this time where excess capacity was provided for some of the time so that regular interval headways were maintained at the same frequencies for long periods. For example the frequency after the AM peak hour between 9.00 and 11.00 a.m. and before the PM peak hour between about 1.30 and 4.30 p.m. were improved above the frequency operating in the midday period as shown on the timetable summary. In the morning period the six minute service was improved to five minute intervals from December 7, 1936, and again to four minute intervals from May 15, 1939. At Christmas and Easter, when patronage increased with Christmas shopping and show traffic respectively, a three minute headway was provided before 11.30 a.m. and after 1.15 p.m. with trams running at four minute intervals over the midday period. Similarly on Saturdays, the morning service was improved from six to five minute intervals from June 8, 1935, to four minute intervals from September 21, 1935 and finally to three minute intervals from March, 1942, the latter as a result of the effect of abolishing Friday night shopping some three months before.

O class cars reappeared on the line from November 6, 1939, when a redistribution

of rolling stock following conversion of the Manly system to bus operation resulted in seven O class cars replacing eleven R class cars during the peak hours. The use of O class cars increased during the period of WWII, the timetable introduced on February 28, 1944, requiring 45 runs in the PM peak hour of which 21 were single O class cars. More inroads of these "less desirable" trams occurred over the next 3 years, but services remained relatively unchanged until September 1, 1947, when peak hour timetables were altered to provide for the use of coupled O and P class cars.

However, within a few weeks O class cars were used exclusively on such runs because of the slower acceleration of the P class cars on the many grades on the line, with coupled sets also being used on a few trips on Saturday morning by 1949 with the latter continuing in operation until 1952. From May 17, 1948, R class cars provided the evening service exclusively with the exception of two trips departing the city after conclusion of the cinema programmes. The cars were sourced from two different depots over these years—Waverly and Fort Macquarie. After running Newtown and Tempe Industrial Services, some cars were diverted to the North Bondi run during the middle of the day—the lower classes had truly invaded! Fort Macquarie again provided some of the Sunday service from September 23, 1951, until October 4, 1952, when the introduction of new timetables provided for Waverley depot to resume complete operation of the service on all days of the week.

The bus sneaks in

In line with a policy of selectively replacing the outer ends of some tram services with buses as tracks became due for renewal it was announced in 1954 that the outer end of the Bondi via Bellevue Hill line beyond Ocean Street, Woollahra would be replaced by buses. After completion of services on Saturday evening November 13, 1954, the junction at Queen and Ocean Streets was disconnected and a double connecting curve provided from Queen Street into Ocean Street where a second crossover was provided as the terminus for the curtailed tram service

which commenced running the following morning. Only corridor type trams were used on the new service and these displayed a new block letter "OCEAN STREET" sign although the line was still used by other classes of cars running between Circular Quay and Waverley depot.

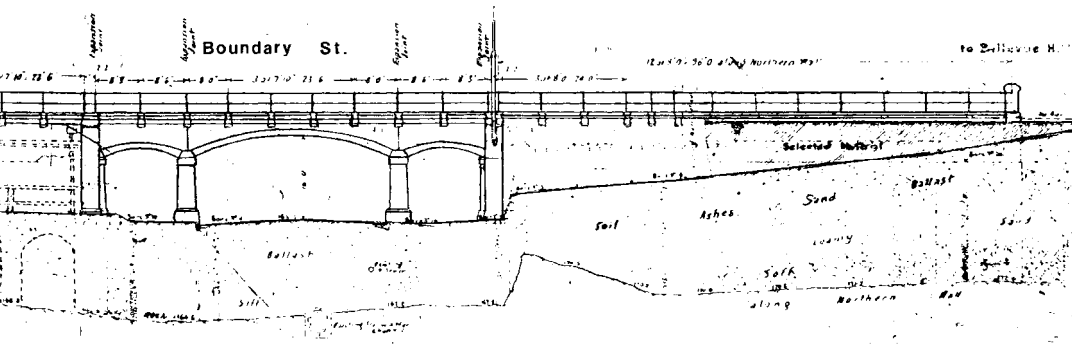
On Sundays and Holidays until March 6, 1955, an additional service was provided between Forbes Street, Darlinghurst and North Bondi via the Queen Street and North Bondi lines to cater for beachgoers from the Paddington area who had previously used the line to reach Bondi Beach.

The curtailed tram service between Circular Quay and Woollahra operated at twelve minute intervals during the day and every fifteen minutes at night, a ten minute service being provided on Saturday mornings. Difficulty was experienced in maintaining the timetable with the 21 minutes running time between Circular Quay and Ocean Street and from August 7, 1955, an additional two minutes was allowed before 8.00 p.m. on Mondays to Fridays and 2.00 p.m. on Saturdays. This necessitated the use of an additional tram between the peak hours and to avoid congestion if trams had stood for lengthy periods in Ocean Street all trams were extended to run to and from the depot in that period. Weekend services were reduced in February, 1958, although in the midday period on Saturdays a 15 minute headway was provided from Circular Quay, supplemented by trips from St. James Road to form a 9 and 6 minute service.

All Night Services

Upon electrification of the Waverley line an hourly all night service was introduced between Bridge Street and Bondi Junction. At the request of Woollahra Council an all night service was soon introduced on the North Bondi via Bellevue Hill line—these trips departed Bondi for Circular Quay at 12.12 and 1.22 a.m. returning from Circular Quay to Bondi at 12.50 and 1.50 a.m. daily.

Heavy loading during the period of the Second World War resulted in footboard type cars replacing the R class cars on the all night services. Following the return to normal conditions after the war and with



the end of petrol rationing R class cars were restored to the all night services from November 4, 1949.

Upon the curtailment of Sunday night services shortly after 11.00 p.m., as an economy move from October 19 1952, the all night services were in effect discontinued on that night with the last trip departing Circular Quay for Bondi via Oxford Street at about 12.35 a.m. The all night services continued to operate on the other nights of the week until conversion of the lines to bus operation.

Closure

The remaining section of line was originally scheduled to close on 14th June 1959, together with Waverley depot, but the date was postponed for a fortnight. On 24th June, passengers boarding the Ocean St trams were provided with timetables for their replacement bus service—the 389—which was to commence four days later (see handbill on page 13). Subsequently, the last tram left Circular Quay at 11.53 p.m. late on Saturday evening June 27, 1959. The trip was operated by an R class car, 1788, displaying "Waverley depot via Park St." because it was not fitted with the newer OCEAN STREET sign.

Travelling on the tram

A notable feature of the Bellevue Hill electric line was the viaduct near the present-day St Vincent's Hospital. Janet Fish, a friend of mine who travelled to school on this tram in the 1940s, regarded the crossing of this bridge as the highlight of her day. A frequent traveller on Janet's tram was the dreaded Bea Miles, bane of the conductors, and who used the tram to reach the State Library for her daily dose of three books; or to Martin Place to recite Shakespeare for a fee. She never paid a fare and was so fierce that Conductors soon gave up all hope of recovering same from her.

The horse buses, steam trams and cable trams never lasted long enough to become part of the local culture—but the electric trams certainly did. People who went to school on them would later go to work on them and, in turn, send their own children to school on them. Trams were the centre of attention and the "Tram Troubadours"

on our inside front cover became local legends. The North Bondi electric trams trundled along for a tad over fifty years. Keenan's tabular listing shows some 58 changes of timetable in this time. Yet nothing seemed to change at all. The trams were always there—and then, one day, they weren't

Buses Rule OK?

Regular bus services in the Woollahra, Bellevue Hill and Bondi areas in 1947/8 (when the trams were still dominant) were:

- 330 Central Railway - Bondi Jct via West Bellevue Hill
- 331 Martin Place City - South Head Cemetery
- 333 Central Railway - South Head Cemetery
- 360 Central Railway - North Bondi Dover Heights
- 361 Martin Place City - North Bondi
- 362 Martin Place - Dover Heights
- 363 Central Railway - Dover Heights
- 365 Central Railway - Bondi Beach via West Bellevue Hill.

Temporary bus services

When Sunday tram services were withdrawn from July 11 to August 8, 1948, due to a coal strike which affected electricity supply, a temporary bus service (Route 324) was provided between Circular Quay and Lawson Street, Paddington only, presumably because numerous regular bus services already paralleled or crossed the line in the Woollahra, Bellevue Hill and Bondi areas (see above). A similar service was provided during 1949 on Sundays from June 26 to August 14 and also after 1.00 p.m. Saturdays from July 2 to August 6. At first, buses displayed Route 321 but this was changed to 021 from July 23. In addition a new temporary bus service, Route 097, was provided after 1.00 p.m. Saturdays and throughout Sundays between North Bondi and Circular Quay via Bellevue Hill from July 23 to August 6 (Saturdays) and July 24 to August 14 (Sundays). The Route 313 peak hour supplementary bus service between St. James Station and Bellevue Hill School via Elizabeth, Liverpool and Oxford

Streets, Old South Head and Victoria Roads, introduced on February 21, 1949 was discontinued from January 31, 1950 with additional tram journeys provided *in lieu*.

Regular buses

From 13th November 1954, Malcolm could have caught the 388 North Bondi to Circular Quay bus which followed the removed tram route into Ocean St, thence ran along that street to New South Head Road, thence more or less following the Watson's Bay tram lines to William and Park St, thence turning down Elizabeth St to Circular Quay. Through fares were allowed passengers transferring between buses and trams at Ocean Street to reach points along the tram route between there and Park Street not covered by the bus service. Supplementary trips operating between North Bondi and Ocean Street displayed Route 389 while peak hour industrial trips were also provided between North Bondi and the Hardie Rubber Co. at Hampden Street, Paddington (Route 382) and between North Bondi and Lustre Hosier Ltd at Boundary St and McLachlan Avenue, Paddington (Route 308). Some peak hour Route 388 journeys commenced and or terminated at St. James Road, City; Bellevue Hill School and Curlewis St, Bondi. After November 13, 1954, the all night trips on that service were replaced by a special bus route, No. 386, which unlike the normal replacement route via Kings Cross and Edgecliff, followed the whole tram route as far as practicable, so avoiding the need for an all night tram service to Ocean Street.

The 389 and all that

The timetables provided to tram passengers a few days before the tram closure included a simple map of the interim and final route which the replacement buses would take before and after conversion of the Barron Avenue viaduct for road traffic. The replacing bus service was numbered Route 389; essentially a long extension of the existing 389. The replacement Route 388 service for the outer section of the line introduced in 1954 continued to operate *via* its original route through Edgecliff and Kings Cross. During the following months the viaduct at Paddington was converted to a roadway at a cost of £6,880. It was reopened on October 26, 1959, when Route 389 was diverted



99 Macquarie Street,
Sydney.

24th June, 1959.

Dear Passenger,

On Sunday next, June 28, another important step in the conversion programme of Sydney's tram services will take place when buses take over from trams on the Ocean Street line. The new service will be known as Route 389.

In replacing the trams with the more modern and more mobile bus which can be diverted easily and quickly in case of breakdowns or traffic blockages, Sydney is following the policy of other major cities in England and the United States of America.

I feel sure that you will appreciate your new and faster mode of travel once you become accustomed to the new service.

The tramway viaduct near St. Vincent's Hospital, which passes over Barcom Avenue, is not suitable for buses and it will be necessary for the buses to be diverted via Darlinghurst Road, Oxford Street and Glenmore Road until a roadway over the bridge is constructed.

Work on this roadway will be commenced immediately the trams are replaced and it should be opened for traffic in from eight to ten weeks which will enable buses to follow the present tramway route.

So that you will be well informed of details of the new service, I have enclosed a copy of the timetables and on the back page a map of both the temporary and, later, the permanent routes to be followed by buses together with the fares which are the same as charged on the existing tram service.

Yours faithfully,

Commissioner.



Following the opening of the Eastern Suburbs Railway, "Inner" services could originate at either Ocean St or Bondi Junction, the former especially at the start of service hours. As before mentioned, the Ocean St starts were formed by buses coming out of Waverley Depot. This practice, a traditional tramway practice, seems to have ceased in the early 1980s

As Hilaire Fraser has pointed out above, the advent of the Bondi Junction shopping complex and the ESR have had an effect on timetables, services and patronage. One such change was the short working of peak-period 389 buses, some of which terminated or originated at Bondi Jct Interchange. The 6-July-1980 TT shows this clearly because it separates "Outer" TTs from "Inner" TTs. Despite the traditional dislike of mode changes, this was a faster way to travel between North Bondi and the City. This was quite noticeable during the 10 years I travelled on these services in peak period—they were never full at Moncur St. Up until the 1980s, at least, many city-bound services trundling down Moncur St originated at the Ocean St—Queen St corner—although it was apparently possible to catch them as they emerged empty from Waverley Depot.

Big changes

On Oct 4 2015, the 389 was extended to Pyrmont and the Maritime Museum, incorporating the 443. I wonder what Malcolm thinks of this and I wonder what the SCEGGS girls will do now—not many of them live in Pyrmont, I suspect. Attractive as the ambience of the line is, changing buses at Park St just doesn't seem worth the effort any more. People do, however, use the new service to travel from the maritime museum to North Bondi (see November 2015 *Table Talk*). The route has many types of short working, with termini at North Bondi, Seven Ways, Bondi Jct, Ocean/Queen St, Sydney Town Hall and Maritime Museum. There are even services that run only between the latter two—Malcolm wouldn't be interested in those. The full schedule for one he **would** be interested in appears on page 18.

Images and extracts of timetables of the last five decades appear on our pages 15-17.

to operate across it *in lieu* of its temporary roundabout route in the area.

The maps on pages 14 and 15 are from a booklet entitled "Guide Maps for Drivers" and show routes 384-392. The maps were supplied by Hilaire Fraser, who collected them in 1974. They are pre-ESR which opened in 1979.

Hilaire says: "These maps were the same as those published in the timetables of the period. The 389, 390, 392 map shows the route which commenced on 28 February 1960 following the closure of the Circular Quay/Railway to North Bondi/Bronte *via* Oxford St tram services. These routes were:

- 389 Circular Quay—North Bondi (extended from Ocean St Woollahra to replace 361 Phillip St City-North Bondi)
- 390 Circular Quay-Gibson St Waverley (extended from Ocean St Woollahra to replace 313 St James St - Gibson St Waverley)
- 392 Circular Quay-North Bondi Express (The second map shows the pick up and set down restrictions)

"On the opening of the Eastern Suburbs Railway (ESR), the 390 became a Bondi Jct - Gibson St Waverley service, later renumbered to 360 to free 390 series for

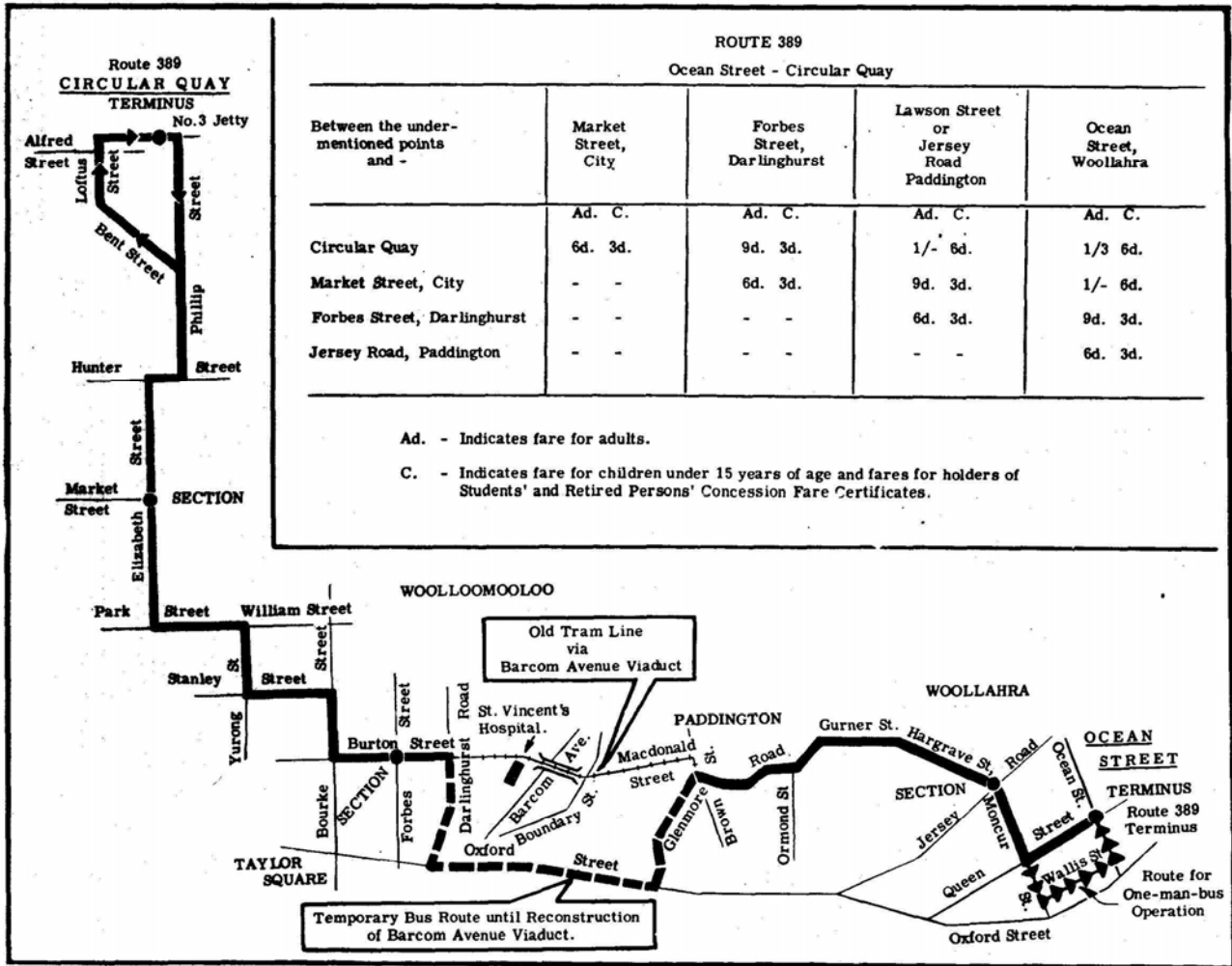
Anzac Parade routes. The 360 has subsequently been extended to North Clovelly replacing 329 Bondi Jct - North Clovelly. On the opening of the ESR, the 382 became Bondi Jct—North Bondi Express, now the X89".

It is not clear how many timetables were issued under the banner of the Route 389 (we know of at least 14), nor is it clear how many times the service was recast. These timetables evolved over the years, changing layout, size, shapes and colours. Perhaps the most artistic was that of 4th August 1991, illustrated on our page 20.

In general—or at least in the 1980-2010 period—new timetables seem to have been issued annually (sometimes these were only minor amendments), with significant amendments being issued at (say) 6 months after the previous issue.

Running times for the first twenty years were at a record low of twenty minutes. As congestion increased in the next twenty years, running times rose to 28 minutes, before settling back to 24 minutes following the opening of the Cross-City tunnel.

Frequency of inbound service has hovered between 10 and 12 per hours and the total number of services has been about 100 per weekday ever since the 389 started.



ROUTE 389
Ocean Street - Circular Quay

Between the under-mentioned points and -	Market Street, City	Forbes Street, Darlinghurst	Lawson Street or Jersey Road Paddington	Ocean Street, Woollahra
Circular Quay	Ad. C.	Ad. C.	Ad. C.	Ad. C.
Market Street, City	6d. 3d.	9d. 3d.	1/- 6d.	1/3 6d.
Forbes Street, Darlinghurst	- -	6d. 3d.	9d. 3d.	1/- 6d.
Jersey Road, Paddington	- -	- -	6d. 3d.	9d. 3d.
	- -	- -	- -	6d. 3d.

Ad. - Indicates fare for adults.
C. - Indicates fare for children under 15 years of age and fares for holders of Students' and Retired Persons' Concession Fare Certificates.

TIME-TABLE INFORMATION

From Ocean Street to Circular Quay

MONDAYS TO FRIDAYS

TO CIRCULAR QUAY - 4.6, A4.44, 5.31, 5.50, 6.0, 6.10, 6.20, 6.28, 6.35, 6.43, 6.50, 6.58, 7.6, 7.14, 7.22, 7.28, 7.35, 7.40, 7.45, 7.50, 7.54, 7.58, 8.2, 8.6, 8.10, 8.14, 8.17, 8.21, 8.24, 8.27, 8.30, 8.33, 8.37, 8.41, 8.45, 8.53, 9.3, 9.15, 9.25, 9.35, 9.45, 9.55, 10.5, 10.15, 10.25, 10.35, 10.45, 10.55 a.m., then at 6, 18, 30, 42 and 54 minutes past each hour to 2.54, 3.1, 3.8, 3.16, 3.23, 3.31, 3.39, 3.46, 3.53, 4.0, 4.5, 4.10, 4.15, 4.20, 4.25, 4.30, 4.35, 4.40, 4.45, 4.50, B5.1, 5.0, 5.8, 5.15, 5.30, 5.40, 5.50, 5.58, 6.5, 6.14, 6.24, 6.34, 6.44, 6.59, 7.15, 7.35, 7.55, 8.15, 8.35, 8.55, 9.15, 9.35, 9.55, 10.15, 10.25, 10.35, 10.55, 11.15, 11.35 p.m., A12.26, A1.37 a.m.

SATURDAYS

TO CIRCULAR QUAY - 4.6, A4.44, A5.31, A6.7, 6.23, 6.45, 7.5, 7.20, 7.35, 7.50, 8.5, then every 10 minutes to 11.25, 11.32, 11.37, 11.42, 11.50, 11.58 a.m., 12.8, 12.18, 12.35, 12.55, then every 20 minutes to 6.55, 7.8, 7.20, 7.35, 7.55, 8.15, 8.35, 8.55, 9.15, 9.35, 9.55, 10.15, 10.25, 10.35, 10.50, 11.10, 11.30 p.m., A1.42 a.m.

SUNDAYS

TO CIRCULAR QUAY - 7.0, 7.15 a.m., then every 20 minutes to 10.35 p.m.

From Circular Quay to Ocean Street

MONDAYS TO FRIDAYS

FROM CIRCULAR QUAY - A4.29, A5.7, 5.56, 6.15, 6.25, 6.35, 6.45, 6.53, 7.0, 7.8, 7.15, 7.23, 7.30, 7.39, 7.47, 7.53, 8.0, 8.5, 8.12, 8.19, 8.27, 8.35, 8.40, 8.45, 8.50, 8.55, 9.0, 9.5, 9.12, 9.21, 9.32, 9.42, 9.52, 10.2, 10.12, 10.22, 10.34, 10.46, 10.58 a.m., then at 9, 21, 33, 45 and 57 minutes past each hour to 2.33, 2.43, 2.52, 2.59, 3.7, 3.14, 3.22, 3.29, 3.36, 3.44, 3.51, 3.59, 4.7, 4.14, 4.21, 4.28, 4.33, C4.38, 4.41, C4.45, 4.48, 4.51, C4.55, 4.57, 5.0, 5.3, 5.6, 5.8, M5.14, 5.13, 5.16, M5.22, 5.22, 5.25, M5.32, 5.33, 5.37, 5.42, 5.47, 5.55, 6.2, 6.10, 6.18, 6.26, 6.33, 6.40, 6.50, 7.0, 7.10, 7.25, 7.41, 8.1, 8.21, 8.41, 9.1, 9.21, 9.41, 10.1, 10.21, 10.41, 10.56, 11.6, 11.21, 11.41 p.m., 12.1, A12.50, A2.0 a.m.

SATURDAYS

FROM CIRCULAR QUAY - A4.29, A5.7, 5.57, 6.33, 6.49, 7.11, 7.31, 7.46, 8.1, 8.16, 8.31, 8.40 a.m. then every 10 minutes to 12.0 noon, 12.5, 12.10, 12.17, 12.23, 12.33, 12.43, 1.1, then every 20 minutes to 4.21, 4.36, 4.51, 5.6, 5.21, 5.41, 6.1, 6.21, 6.41, 7.1, 7.21, 7.35, 7.47, 8.1, 8.21, 8.41, 9.1, 9.21, 9.41, 10.1, 10.21, 10.41, 10.51, 11.1, 11.16, 11.36, 11.56 p.m., A12.56, A2.4 a.m.

SUNDAYS

FROM CIRCULAR QUAY - 7.26, 7.41 a.m., then every 20 minutes to 11.1 p.m.

Explanation of Signs

- | | |
|--------------------------|--|
| A - Displays Route 386. | B - Five Ways, Paddington depart. |
| M - Martin Place depart. | C - Operates to Five Ways, Paddington. |

The 389 today

As I write this (12:30 PM on a September Friday), a 389 has just left Campbell Parade and will be at the Moncur St/Jersey Rd corner (Malcolm's stop, # 202530) in half an hour; it is due to arrive at the Quay after another 25 minutes. Because Malcolm currently is giving an interview on "The World Today", I doubt that he is on this 389 bus or any other 389 right now. I can see 10 of them on the Travic moving timetable site and two of them have just passed Malcolm's stop.

I travelled almost daily on the 389 for many years, from Circular Quay to the Moncur/Queen Sts corner, walking the rest of the way to UNSW via Centennial Park. Like Janet, I always looked forward to the zip across the viaduct. The services I used were regularly used also by the SCEGGS girls—bright, bubbly and invariably polite when in uniform—but the exact opposite on muck-up or *in mufti* days.

The bus runs through the winding streets—so narrow buses could not always pass one another—with glimpses of Harbour, White City, Rushcutters Bay Park (with its old Cable Tram Winding House) and Darlinghurst Court (where Darcy Dugan made a jail-break from the prison tram). As it sweeps into Jersey Rd, and then Moncur St, Woollahra, with its canopy of deciduous trees (much younger than the route 389) and its art deco architecture, the environs become reminiscent of Maida Vale, Hampstead or one of London's other Tory neighbourhoods, with nearby Centennial Park our own Hampstead Heath. Ultimately we reach Pollie-land in Woollahra, with its coffee houses, art galleries and oh-so-expensive boutiques for the well-to-do pollies and the glitterati—and even for their dogs. It is all too soon over. But, just up the road is *The Phoenix* the legendary habitat of Chilla and the Outcasts of Foolgarah—the garbage collectors with their fulminations against those locals who "thought only of the flowing in and never of the flowing out". Nothing has changed.

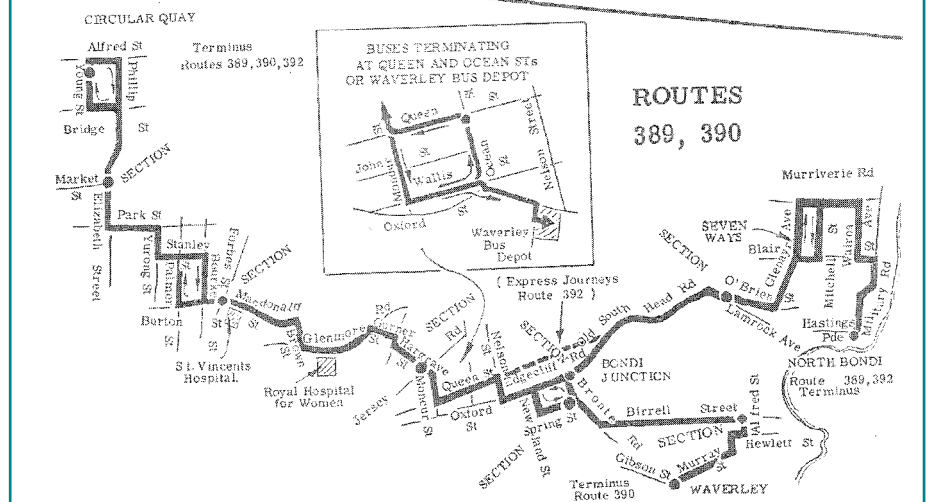
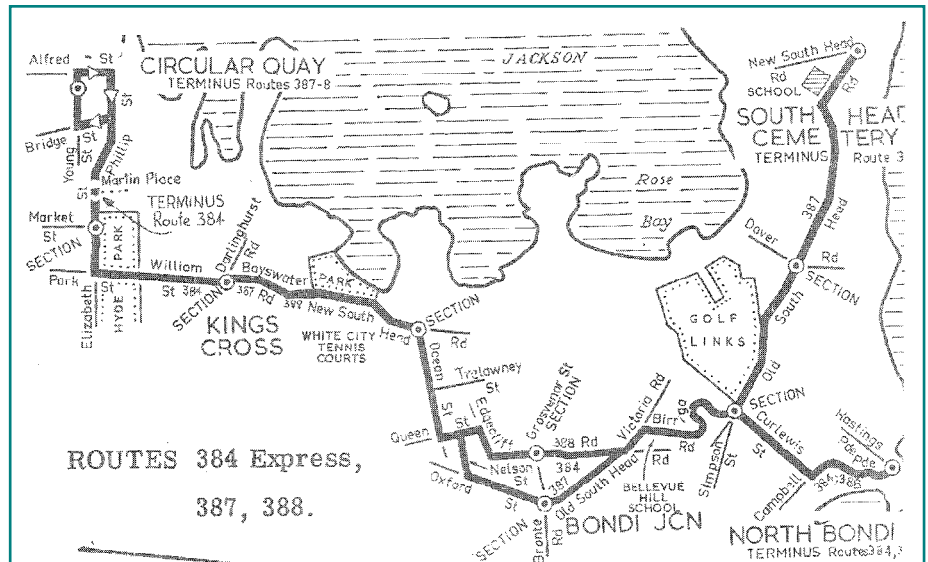
It is wonderful. I love it.

Acknowledgments and references

I am much indebted to Peter Hobbs for suggesting this article and to Malcolm Turnbull for bringing himself to my attention by all but running me down in Moncur St in 2003. Valuable help was given by Duncan MacAuslan and Hilaire Fraser; whose communications are quoted herein. Latter-day 389 timetables were provided by Geoffrey Clifton and Duncan MacAuslan.

I consulted numerous references to put this story together, including:

- Duncan MacAuslan (AATTC Times articles);



- David Bourke *Juggernaut*;
- David Keenan *The Eastern Lines, The Watsons Bay Line, The tramways of Sydney*;
- GTNSW *General Orders* 1898;
- Greg Travers *From City to Suburb*, 1982;
- @TurnbullMalcolm;
- <https://twitter.com/turnbullmalcolm/status/352950885141336064>;

- Margot Kingston *Still not happy, John*;
- Australian Newspapers online (Trove-<https://trove.nla.gov.au/newspaper>);
- Past issues of ATA's "The Times";
- Sydney Morning Herald (SMH) various issue from 1871.
- ATA National Timetable Collection.

No. 251

DEPARTMENT OF GOVERNMENT
TRANSPORT, N. S. W.

BUS TIMETABLE

ROUTE 389
NORTH BONDI-CIRCULAR QUAY
(VIA BONDI JUNCTION, FIVE WAYS, PADDINGTON,
AND ST. VINCENT'S HOSPITAL)

ROUTE 390
WAVERLEY (GIBSON STREET)
CIRCULAR QUAY
(VIA BONDI JUNCTION AND FIVE WAYS PADDINGTON)

DATED AUGUST 1, 1962.

TIMES OF BUSES - The times stated in the Official Timetables are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Commissioner does not guarantee the departure or arrival of buses at the times stated nor will he be responsible for delay or any consequences arising therefrom. The Commissioner reserves the right to cancel, wholly or in part, any of the bus services shown in the Official Timetables or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such timetables must be taken to be subject to such right.

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Transport, N. S. W.
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E110



OUTER BUS SERVICES
384 BOND JCT STATION - NORTH BONDI (EXPRESS)
via Curlewis Street Bondi

389 BOND JCT STATION - NORTH BONDI
via Seven Ways Bondi

392 BOND JCT STATION - NORTH BONDI (EXPRESS)
via Seven Ways Bondi

CO-ORDINATED BUS/TRAIN TIMETABLE
INNER BUS SERVICE
389 BOND JCT STATION - CIRCULAR QUAY
via Five Ways Paddington



Some journeys on Outer and Inner Routes 389 are combined to provide a direct service between the Darlinghurst, Paddington and Woollahra areas and suburbs east of Bondi Junction.

COMMENCING 24 JUNE 1979

PUBLIC TRANSPORT COMMISSION
OF NEW SOUTH WALES



Sydney Bus Timetable

NORTH BONDI DISTRICT

Routes 389, 392 & 384

Serving: East Sydney, Darlinghurst, Paddington, Woollahra, Bondi Junction and North Bondi

#CIRCULAR QUAY — NORTH BONDI ..389
via Five Ways Paddington, Bondi Junction & Seven Ways Bondi

#BOND JUNCTION — NORTH BONDI .392
via Seven Ways Bondi (*Peak Hour Express*)

Also includes:

#BOND JUNCTION — NORTH BONDI .384
via Curlewis St, Bondi (*Peak Hour Express*)


#Shows connecting train times at Bondi Junction & Central Stations

Commenced 19 February 1989
Revised with minor amendments
from September 1990

State Transit – Eastern Division



State Transit



ROUTES
384, 389, 392
TIMETABLES

COMMENCING 22 NOVEMBER 1981 - E410

**CO-ORDINATED
BUS - TRAIN TIMETABLES**

Serving:
DARLINGHURST, PADDINGTON,
WOLLAHRA, BOND JUNCTION,
BONDI, NORTH BONDI


Bus routes:

384 BOND JCT STATION - NORTH BONDI (EXPRESS)
via Curlewis St, Bondi

389 CIRCULAR QUAY - NORTH BONDI
via Five Ways, Paddington & Bondi Junction Station

392 BOND JCT STATION - NORTH BONDI (EXPRESS)
via Seven Ways, Bondi

URBAN TRANSIT AUTHORITY
OF NEW SOUTH WALES



State Transit Bus Timetable

NORTH BONDI DISTRICT

Routes 389, 392, 326 & 384

Serving: East Sydney, Darlinghurst, Paddington, Woollahra, Bondi Junction and North Bondi

Route

#CIRCULAR QUAY — NORTH BONDI ..384
via Five Ways Paddington, Bondi Junction & Seven Ways Bondi

#BOND JUNCTION — NORTH BONDI .392
via Seven Ways Bondi (*Peak Hour Express*)


RAILWAY SQUARE — PADDINGTON326
(*Peak Hour*) (Refer to page 10)

Also includes:


#BOND JUNCTION — NORTH BONDI .384
via Curlewis St, Bondi (*Peak Hour Express*)

#Shows connecting train times at Bondi Junction & Central Stations

Commencing 19 February 1989



State Transit
State Transit Authority of NSW



State Transit Bus Timetable

NORTH BONDI DISTRICT

Routes 389, 392 & 384

Serving: East Sydney, Darlinghurst, Paddington, Woollahra, Bondi Junction and North Bondi

Route

#CIRCULAR QUAY — NORTH BONDI ..389
via Five Ways Paddington, Bondi Junction & Seven Ways Bondi


#BOND JUNCTION — NORTH BONDI .392
via Seven Ways Bondi (*Peak Hour Express*)

Also includes:

#BOND JUNCTION — NORTH BONDI .384
via Curlewis St, Bondi (*Peak Hour Express*)

#Shows connecting train times at Bondi Junction & Central Stations

Commenced 19 February 1989
Revised with minor amendments
from February 1990




Sydney Buses Eastern Division



NORTH BONDI TO CITY VIA PADDINGTON

389 X89




Route 389

Daily full time service between North Bondi, Bondi Junction, Woollahra, Darlinghurst, Paddington, East Sydney and City - Circular Quay


Route X89

Monday to Friday AM peak hour express service between North Bondi and Bondi Junction



NORTH BONDI TO CITY VIA PADDINGTON

389 X89



Route 389

Daily full time service between North Bondi, Bondi Junction, Woollahra, Darlinghurst, Paddington, East Sydney and City - Circular Quay

Route X89

Monday to Friday AM peak hour express service between North Bondi and Bondi Junction

SERVICES TO NORTH BONDI

389

Circular Quay (Alfred St) Darlinghurst (St Vincents Hospital) Bondi Junction Interchange Seven Ways (Glenayr Ave & Blair St) North Bondi (Military Rd & Brighton Blvd)

Time Period

Monday to Friday

AM	5:17	5:29	5:42	5:50	5:56
5:47	5:59	6:12	6:20	6:26	
6:37	6:49	6:42	6:50	6:56	
6:57	7:09	7:22	7:30	7:38	
7:12	7:24	7:37	7:46	7:54	
7:23	7:36	7:52	8:01	8:09	
a7:34	7:49	8:05	8:14	8:22	
a7:47	8:02	8:18	8:27	8:35	
a7:57	8:14	8:28	8:37	8:45	
a8:07	8:22	8:38	8:47	8:55	
8:17	8:32	8:48	8:57	9:05	
a8:27	8:42	8:58	9:07	9:15	
8:37	8:52	9:08	9:17	9:25	
a8:47	9:02	9:18	9:27	9:35	
8:58	9:13	9:29	9:38	9:46	
		9:33			
9:08	9:23	9:39	9:48	9:56	
9:18	9:33	9:49	9:58	10:06	
9:27	9:42	9:58	10:06	10:14	
a9:38	9:51	10:07	10:15	10:23	
a9:46	10:01	10:19	10:27	10:35	
a9:55	10:11	10:29	10:37	10:45	
a10:04	10:20	10:38	10:46	10:54	
a10:14	10:30	10:48	10:56	11:04	
10:24	10:40	10:58	11:06	11:14	
a10:34	10:50	11:08	11:16	11:24	
10:44	11:00	11:18	11:26	11:34	
a10:54	11:10	11:28	11:36	11:44	
a11:04	11:20	11:38	11:46	11:54	
11:14	11:30	11:48	11:56	12:04	
a11:24	11:40	11:58	12:06	12:14	
11:34	11:50	12:08	12:16	12:24	
a11:44	12:00	12:18	12:26	12:34	
a11:54	12:10	12:28	12:36	12:44	

am - normal type / pm - bold type

SERVICES TO NORTH BONDI

389

Circular Quay (Alfred St) Darlinghurst (St Vincents Hospital) Bondi Junction Interchange Seven Ways (Glenayr Ave & Blair St) North Bondi (Military Rd & Brighton Blvd)

Time Period

Monday to Friday Continued...

PM	a12:04	12:20	12:38	12:46	12:54
a12:14	12:30	12:48	12:56	1:04	
a12:24	12:40	12:58	1:06	1:14	
12:34	12:50	1:08	1:16	1:24	
a12:44	1:00	1:18	1:26	1:34	
12:54	1:10	1:28	1:36	1:44	
a1:04	1:20	1:38	1:46	1:54	
a1:14	1:30	1:48	1:56	2:04	
1:24	1:40	1:58	2:06	2:14	
a1:34	1:50	2:08	2:16	2:24	
1:44	2:00	2:18	2:26	2:34	
a1:54	2:10	2:28	2:36	2:44	
a2:04	2:20	2:38	2:46	2:54	
a2:14	2:30	2:48	2:56	3:04	
a2:24	2:40	2:58	3:07	3:15	
a2:34	2:50	3:08	3:17	3:25	
a2:43	2:59	3:18	3:27	3:35	
a2:53	3:09	3:28	3:37	3:45	
		3:37	3:46	3:54	
3:07	3:23	3:42	3:51	3:59	
		3:47	3:56	4:04	
a3:17	3:33	3:52	4:01	4:09	
		3:57	4:06	4:14	
a3:27	3:43	4:02	4:11	4:19	
		4:07	4:16	4:24	
3:37	3:53	4:12	4:21	4:29	

EXPLANATIONS

Sign Description

a Wheelchair-accessible.
c Commences from Lawson St, Paddington at 9.20am.

2013

CIRCULAR QUAY – NORTH BONDI VIA BELLEVUE HILL
(Bellevue Hill before 21/12/1914 & Bondi Beach before 25/12/1929) (Circular Quay–Ocean St (Woollahra) only from 14/11/1954)

FROM	MONDAYS TO FRIDAYS				SATURDAYS			SUMMER SUNDAYS			WINTER SUNDAYS			
	AM PEAK	DAY	PM PEAK	NIGHT	FRIDAY NIGHT	MORN-ING	AFTER-NOON	NIGHT	MORN-ING	AFTER-NOON	NIGHT	MORN-ING	AFTER-NOON	NIGHT
1/2/1909	5	5	5	5		5	5	5	10	5	5	10	5	5
Bel 4/11/10 & 19/3/1912	4	5	4	5		5	5	5	10	5	5	10	5	5
14/4/1913	D6	6	D6	6		6	6	6	10	5	5	10	5	5
22/9/1913	D7/8	7/8	D7/8	7/8		7/8	7/8	7/8	10	5	5	10	5	5
15/2/1914	D7/8	7/8	D7/8	7/8		7/8	7/8	7/8	10	5	7/8	10	5	7/8
1/4/1914	E7/8	7/8	E7/8	10	6	7/8	7/8	6	10	5	7/8	10	5	7/8
2/11/1914	E7/8	10	E7/8	10		7/8	7/8	6	10	5	7/8	10	5	7/8
21/12/1914	C10	E20	C10	E20	E12	E12	E12	E12	15	7/8	7/8	15	7/8	7/8
14/2/1915	F12	E20	F12	E20	E12	E12	E12	E12	15	7/8	7/8	15	7/8	7/8
18/7/1915	F12	E20	F12	E20	E12	E20	E12	E12	15	D15	D15	15	D15	D15
18/8/1915	G12	E20	F12	E20	E12	E20	E12	E12	15	D15	D15	15	D15	D15
or 6/9/1915														
15/5/1916	H12	K20	J12	K20	K12	K20	K12	K12	15	D15	D15	20	20	20
9/7/1916	H12	K20	J12	K20	K12	K20	K15	K15	15	D15	D15	20	K20	K20
14/1/1917	H12	K20	J12	K20	K12	K20	K15	K15	15	10	10	20	K20	K20
2/3/1917	H12	K20	J12	K20	K12	K20	K15	K15	15	10	10	20	K20	K20
2/10or 11/10 or 10/12/17	H12	K20	H12	K20	E15	K20	K15	K15	15	10	10	20	K20	K20
13/10/17 or 10/12/1917	H12	K20	H12	K20	E15	K20	K20	K20	15	10	10	20	K20	K20
1/1/1919	H12	K20	H12	K20	E15	K20	10	K20	15	10	10	20	K20	K20
13/4/1919	H12	K20	H12	K20	E15	K20	10	K20	15	10	10	20	15	15
24/5/1919	H12	K20	H12	K20	E15	K20	10	K20	15	10	10	20	15	15
1/9/19 or 4/10/1919	H10	K20	L10	K20	E15	K20	K20	K20	15	10	10	20	15	15
4/10/1919	H10	K20	L10	K20	E15	K20	10	K20	15	10	10	20	15	15
10/5/1920	H10	K20	K6	K20	E15	K20	10	K20	15	10	10	20	15	15
12/12/1920	H10	K20	K6	K20	E15	K20	10	K20	7/8	7/8	10	20	15	15
15/5/1921	H10	K20	K6	K20	E15	K20	10	K20	7/8	7/8	10	20	K15	K15
19/2/1923	H10	10	K6	10	10	10	7/8	10	7/8	7/8	10	20	K15	K15
7/10/1923	H10	10	K6	10	10	10	7/8	10	7/8	7/8	10	20	K15	K15
14/6/25 or 2/5/1926	H10	10	K6	10	10	10	7/8	10	7/8	7/8	10	20	10	10
9/10/1927	H10	10	K6	10	10	10	7/8	10	5	5	7/8	20	10	10
6/5/1928	H10	10	K6	10	10	10	7/8	10	5	5	7/8	20	7/8	7/8
7/10/1928	H10	10	K6	10	10	10	7/8	10	5	5	5	20	7/8	10
6/10/1929	H10	10	K6	10	10	10	7/8	10	7/8	7/8	10	20	7/8	10
8/12/1929	H10	10	K6	10	10	10	7/8	10	7/8	7/8	10	20	7/8	10
14/4/1930	H10	10	K6	10	10	10	7/8	10	7/8	7/8	10	20	7/8	10
7/10/1934	H10	10	K6	10	10	10	7/8	10	5	5	5	20	7/8	10
15/10/1934	K6	6	K4	10	6	6	7/8	7/8	5	5	5	20	7/8	10
12/5/1935	K6	6	K4	10	6	6	7/8	7/8	5	5	5	10	6	7/8
24/5/1935	K6	6	K4	10	5	5	7/8	7/8	5	5	5	10	6	7/8
8/6/1935	K6	6	K4	10	5	5	7/8	7/8	5	5	5	10	6	7/8
23/6/1935	K6	6	K4	10	5	5	7/8	7/8	5	5	5	10	5	7/8
21/9/1935	K6	6	K4	10	5	5	7/8	7/8	5	5	5	10	5	7/8
7/7/1941	5	5	5	10	4	4	7/8	7/8	5	5	5	10	4	7/8
27/7/1941	5	5	5	10	4	4	7/8	7/8	5	5	5	10	4	7/8
5/10/1941	5	5	5	10	4	4	7/8	7/8	4	4	6	10	4	7/8
10/11/1941	5	5	5	6	5	4	7/8	7/8	4	4	6	10	4	7/8
16/3/1942	5	5	5	7/8	3	3	7/8	7/8	4	4	7/8	10	4	7/8
31/5/1942	5	5	5	7/8	3	3	7/8	7/8	4	4	7/8	6	4	7/8
12/12/1942	5	5	5	7/8	3	3	5/6	7/8	4	4	7/8	6	4	7/8
28/2/1944	5	5	5	M7/8	3	3	5/6	7/8	4	4	7/8	6	4	7/8
7/10/1947	6	7	6	M7/8	3/3/4	3/3/4	6	7/8	6	6	6	6	4	7/8
24/1/1949	7	7	7	M7/8	4	4	6	7/8	6	6	5	4	7/8	10
3/9/1949	7	7	7	M7/8	4	4	6	7/8	6	6	7/8	5	4	7/8
9/7/1950	7	7	7	M7/8	4	4	6	7/8	6	6	7/8	5	4	7/8
4/11/1950	7	7	7	M7/8	5	5	6	7/8	6	6	7/8	5	4	7/8
12/8/1951	7	7	7	M7/8	5	5	6	7/8	6	6	7/8	10	7/8	10
4/10/1952	7/8	10	10	10	5	5	6	10	12	15	10	12	15	15
14/11/1954	12	15	15	15	10	12	20	20	12	20	20	20	20	20
22/1958	12	15	15	15	10	12	20	20	12	20	20	20	20	20

C – Additional 4/6" Circular Quay–Grosvenor Street service.
D – Additional Circular Quay–Ocean Street service at same frequency.
E – Additional Circular Quay–Grosvenor Street service at same frequency.
G – Additional 4/8" Circular Quay–Grosvenor Street service.
H – Additional Circular Quay–Grosvenor Street and Circular Quay–Bellevue Hill services at same frequency.
I – Additional 6" Circular Quay–Grosvenor Street and 12" Circular Quay–Bellevue Hill services.
K – Additional Circular Quay–Bellevue Hill service at same frequency.
L – Additional 4/6" Circular Quay–Bellevue Hill service.

Monday to Friday North Bondi to Pyrmont via City

Monday to Friday

Route Number	389	389	389	389	389	389	389	389	389	389	
A North Bondi Military Road & Brighton Boulevard	04:27	05:02	05:22	05:42	06:02	06:14	06:25	06:35	06:45	06:55	07:10
B Seven Ways Glenayr Avenue & Blair Street	04:33	05:08	05:28	05:48	06:08	06:20	06:31	06:41	06:51	07:01	07:16
C Bondi Junction Interchange Grafton St Stand N	04:42	05:20	05:40	06:00	06:20	06:32	06:43	06:53	p07:03	p07:13	p07:23
D Woollahra Ocean Street & Queen Street	04:46	05:24	05:44	06:04	06:24	06:36	06:47	06:57	07:07	07:17	07:27
E Darlinghurst St Vincents Hospital	04:54	05:32	05:52	06:12	06:32	06:44	06:55	07:05	07:15	07:25	07:38
F City - Town Hall Park Street	05:02	05:40	06:00	06:20	06:40	06:52	p07:03	p07:14	p07:24	p07:34	p07:48
G Pyrmont Harris Street & Allen Street	05:05	05:50	06:10	06:30	06:50	07:02	07:13	07:24	07:34	07:45	07:59
H Pyrmont Maritime Museum	05:55	06:15	06:35	06:55	07:07	07:18	07:29	07:39	07:50	08:04	...

Monday to Friday (continued...)

Route Number	389	3
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What Malcolm Catches Today

1	Campbell Pde Terminus (Route 389)	07:35	20	Oxford St Near Bronte Rd	07:56	37	Burton St Near Forbes St	08:18
2	Military Rd Near Wallis Pde	07:36		Pickup: No pickup available		38	Bourke St Near Liverpool St	08:19
3	Military Rd Near Blair St	07:35	21	Bondi Junction Interchange (Set Down)	07:57	39	Stanley St Near Crown St	08:21
4	Blair St Near Wairoa Av	07:38		Pickup: No pickup available		40	Stanley St Near Yurong St	08:22
5	Wairoa Av Near O'Donnell St	07:35	22	Bondi Junction Interchange - Stand N	07:59	41	William St Near College St	08:23
6	Wairoa Av Near Murrivierie Rd	07:39	23	Oxford St Near Newland St	08:00	42	Hyde Park, Park St, Stand C	08:25
7	Murrivierie Rd Near Knowles Av	07:40	24	Oxford St Near Denison St	08:01	43	Town Hall Station, Park St, Stand J	08:27
8	Murrivierie Rd Near Mitchell St	07:35	25	Oxford St Near Waverley Bus Depot	08:02	44	Harris St Near Allen St	08:39
9	Mitchell St Near O'Donnell St	07:41	26	Ocean St Near Queen St	08:03	45	Harris St Near Pyrmont Bridge Rd	08:40
10	Mitchell St Near Blair St	07:42	27	Queen St Near Moncur St	08:04	46	Harris St Near Miller St	07:35
11	Glenayr Av Near Warners Av	07:43	28	Moncur St Near Jersey Rd	08:06	47	Harris St Near John St	07:35
12	Glenayr Av Near Curlewis St	07:44	29	Hargrave St Near Taylor St	08:07	48	Harris St Near Bowman St	07:35
13	Glenayr Av Near O'Brien St	07:45	30	Hargrave St Near Elizabeth St	08:08	49	Pirrama Rd Near Bayview St	08:41
14	O'Brien St Near Lamrock Av	07:46	31	Gurner St Near Cascade St	08:09	50	Pirrama Rd Near Darling Island Rd	08:42
15	O'Brien St Near Old South Head Rd	07:48	32	Glenmore Rd Near Heeley St	08:11	51	Pirrama Rd Near The Star	08:43
16	Old South Head Rd Near Penkivil St	07:49	33	Glenmore Rd Near Flinton St	08:13	52	Maritime Museum	08:44
17	Old South Head Rd Near Flood St	07:51	34	Brown St Near Macdonald St	08:14			
18	Old South Head Rd Near Bon Accord Av	07:52	35	Macdonald St Near Liverpool St	07:35			
19	Old South Head Rd Near Paul St	07:53	36	Burton St Near St Vincent's Hospital	08:16			

Trip Summary

Headsign: Sydney

Route: 389, City to North Bondi

Operates: Monday - Friday

Starts: Friday, 9 October 2015

Ends: Saturday, 19 December 2015

Ends: Saturday, 19 December 2015

Route Type: Bus

Agency: State Transit

Source Data: trips.txt

Trip ID: 417.b00df.90-389-s12-1.2.H

Direction: Inbound

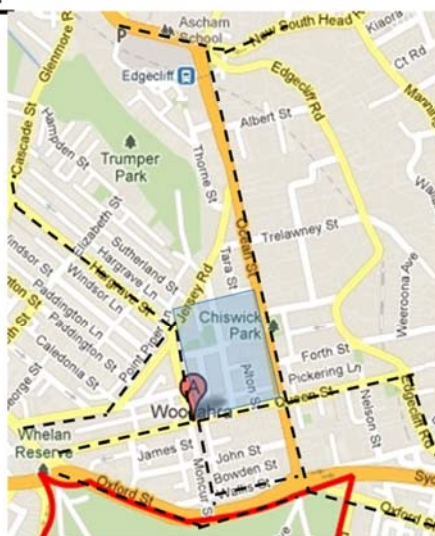
Wheelchair Accessible:

Yes

Public Transport which served the blocks where Malcolm lived

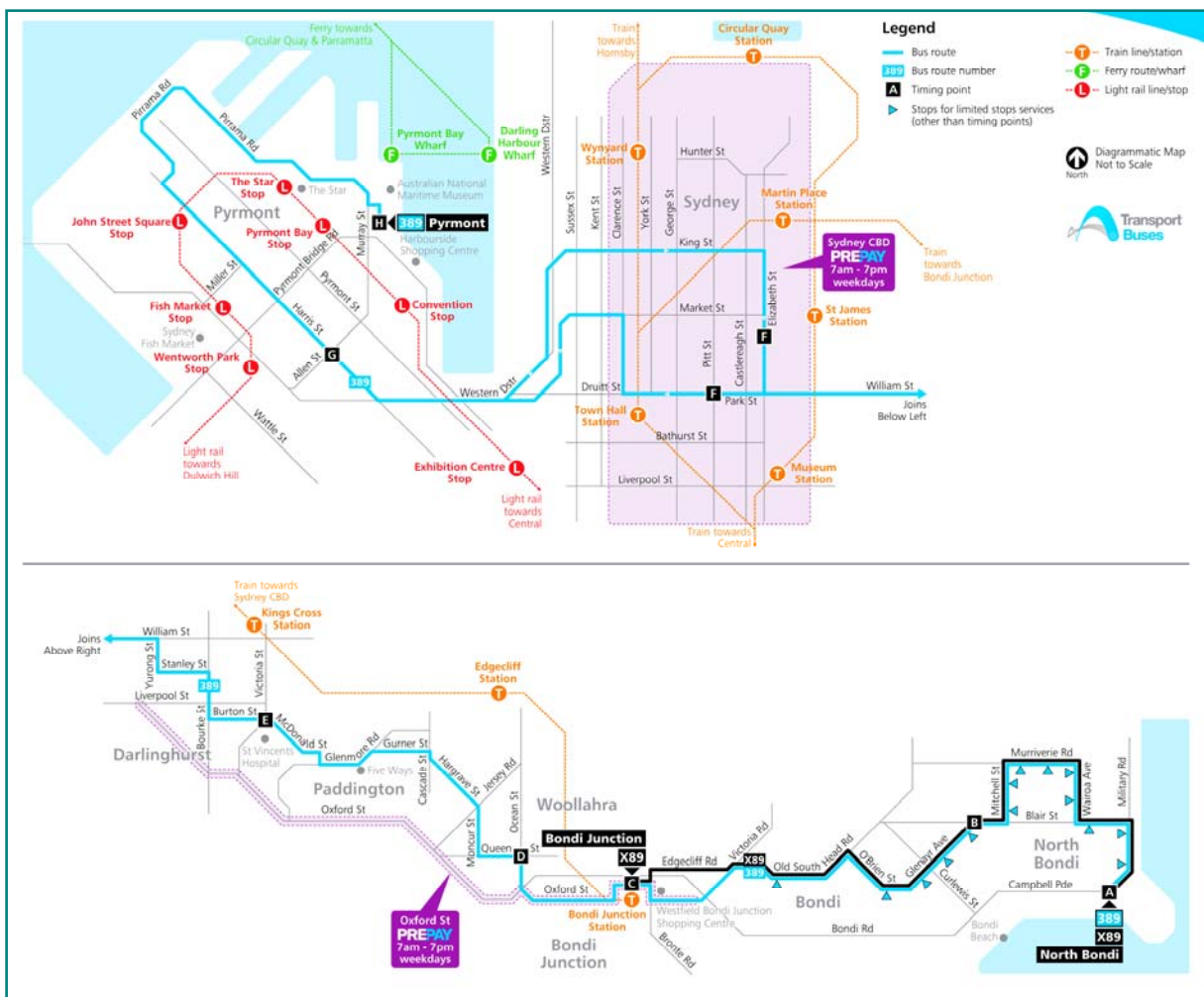
Streets

Service	Start year	Finish Year	Moncur	Queen	Ocean
Horse bus	1877	1881		X	X
Steam Tram	1881	1895			X
Horse Bus	1877	1903?	X		X
North Bondi Tram	1909	1959	X	X	x
021	1949	1949			
097					
313	1949	1950			
321					
324	1948	1949			
386	1954		X	X	x
388	1954				X
389	1959	N/A	X	X	X
390					
392					



Timetables to get to the city from the Moncur St - Queen St Corner 1874 - 2015

Year	Type of service	Number of Services	Morning Peak Interval	Running time	Walking time	Total time	Notes
1873	Horse bus	98	8	35		35	Govt. regulated timetable
1874	Horse bus	72	10				W&V
1881	Steam tram	42	20	22		22	
1894	Cable Tram	150	6	24	10	34	
1896	Horse bus + Tram		4				
1895	Cable Tram	263	3	20	10	30	
1907	Electric Tram (Watson's Bay)	432	2.5	19	10	29	
1915	Electric Tram (North Bondi)	216	4	25		25	
1943	Electric Tram (North Bondi)	180	5	19		19	
1958	Electric Tram (North Bondi)	90	12	19		19	
1959	389 Bus	119	4.3	20		20	
1979	389 Bus	98	6.0	20		20	ESR
2013	389 Bus	96	5.5	28		28	To Circular Quay
2015	389 Bus	106	5	24		24	To Town Hall





EASTERN BUSES TIMETABLE

NORTH BOND I DISTRICT
389 X84 X89

Serving: East Sydney, Darlinghurst, Paddington, Woollahra, Bondi Junction and North Bondi.

MAIN SERVICES	Route
CIRCULAR QUAY – BOND I JUNCTION 389 via Five Ways Paddington, Bondi Junction & Seven Ways Bondi	
BOND I JUNCTION – NORTH BOND I X89 via Seven Ways Bondi (Peak Hour Express)	
BOND I JUNCTION – NORTH BOND I X84 via Curlewis St, Bondi (Peak Hour Express)	

Timetable shows connecting train times at Bondi Junction & Central Stations

Commencing 4 August, 1991

State Transit

