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Travelling by the 'Parly' in 2003

In 2003, scenes such as the above can still be found on the railways of Great Britain. No, but really! In 2003 a "Parliamentary Service", one of Prime Minister Gladstone's cheap trains of 1844, is still running. It is the last such train to appear in the Great Britain Railway Timetable and it is run to satisfy statutory requirements— but unfortunately the fare is no longer the one penny per mile of the original. Travel with Byron Rogers to the end of the line, where he finds the Elixir of Life.

The Times

GHOST TRAIN TO STALYBRIDGE-THE LAST "PARLY"
BUSES SOUTHWEST FROM EASTWOOD STATION

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About The Times

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Editor

Geoff Lambert

Editorial Team

Victor Isaacs, Duncan MacAuslan.

Contacting the Editor

The Times welcomes articles and mail and will be pleased to receive yours. Please send articles and letters to

Geoff Lambert, 179 Sydney Rd FAIRLIGHT NSW 2094

Email: G.Lambert@unsw.edu.au

Phone 61 2 9949 3521; Fax 61 2 9948 7862

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AATTC Who's who

President	Graham Duffin	P.O. Box 13074 Brisbane George St. Qld 4003	(07) 3275-1833
Vice-President	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	(02) 9949-3521
Secretary	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Treasurer	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Auctioneer	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Distribution Officer	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Editor, The Times	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094 G.Lambert@unsw.edu.au	(02) 9949-3521
Editor, Table Talk	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Membership Officer	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Public Officer	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH Vic 3167	(03) 9789-2263
Webmaster	Lourie Smit	2/82-84 Elouera Rd CRONULLA NSW 2230 lsmit@ozemail.com.au	(02) 9528-6636
Production Manager	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	(02) 9949-3521
Promotions Officer	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Committee member	Duncan MacAuslan	19 Ellen St ROZELLE NSW 2039	(02) 9555 2667
"	Joe Friedman	4 Ringwood Court ROBINA QLD 4226 jfriedman@goldcoast.qld.gov.au	(07) 5575-907
"	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
"	Michael Smith	9/26-30 Linda St HORNSBY NSW 2077	0407 218 962
"	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH Vic 3167	(03) 9789-2263
Adelaide Convenor			
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354-2140
Melbourne Convenor	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Sydney Convenor	Chris Noman	P.O.Box 6592 PARRAMATTA NSW 2150 toongabbie5808@aol.com	(02) 9890-4502

Ghost train to Stalybridge— the last ‘Parly’

BYRON ROGERS *ventures to the end of the world on a forgotten railway line.*

I WAS early, I sat alone on Platform 3a at Stockport Station, a sort of half-forgotten annexe to the mainline platforms, gloomily remembering what the lady in the ticket office had said in answer to my question when I bought my single to Stalybridge. "How long does this take?"

"Let me see." The service did not appear to be listed in the usual timetables, and the queue behind me was getting more and more restless, so that when she finally said, "Ah, here we are", I would not have been that surprised had she announced she had found it in the *Book of Kells*. "Twenty minutes."

"Can I have a return?"

"Well you can, but that'll mean you catch a train into Manchester, then another back. This train does not return."

Ten years ago there was an hourly service through the outer suburbs of Manchester from Stockport to Stalybridge. Now there is just one train a week. This leaves Stockport every Friday at 3 pm and does not come back - or, rather, it does, but then no passengers are allowed on it. Every week they disappear into Stalybridge and what becomes of them is of no interest to the railway company. You will not need reminding that there were trains like this in Hitler's Germany and in Stalin's Russia, and it does not help that the Stockport to Stalybridge is known in the railway press as the Ghost Train.

But to Northwest Trains, the company responsible for it, this is known as a *parliamentary service*. By running it once a week, the company is able to avoid the lengthy and costly bureaucratic

procedures that attend the closing of a line, even one that has outlived its commercial use.

There were, indeed still are, two stations in Manchester, the one on the main line, south. the other on the main line to the northeast, and until the late 1990s anyone needing to cross the Pennines, from London to York say, had to change trains and cross the city in the process. The Stockport to Stalybridge was thus a link service between the two, enabling travellers to avoid Manchester altogether, but for 10 years now there have been through trains from the south of England to the northeast. So a busy suburban link became a parliamentary service.

When this happens you enter a world meaningless to anyone who is not a lawyer or an accountant, for there is no obligation on a railway company to make a profit on such a line; a profit might even be an embarrassment. All it has to do is provide a service that passengers could use if they chose, and the company has no interest in attracting them to something that long ago disappeared into the small print of railway timetable footnotes.

The idea to ride the Ghost Train did not originate with me. It was something I agreed to do, then put off until it finally became an embarrassment. And so it was I sat gloomily on platform 3a, watching as the rain thickened and the tower blocks of Manchester went out one by one.

"Afternoon." He was in his late 30s, a thickset man in a leather jacket and jeans, a haversack over one shoulder. I had company on 3a.

He was a policeman, travelling through Manchester, he said; he had time to kill and for old time's sake wanted to see what had become of a train he had last taken 20 years before. No, he hadn't told anyone of his plan. People would think him mad, said the policeman. One odd thing, though: there were just two stations on the route, and even when he had used the service regularly, he had never seen anyone alight or waiting at Reddish South or Denton.

It was five minutes to three now, and an elderly lady and what looked like her son had turned up. A guard came, his two flags protruding from a satchel. "No sign of the train is there?" he asked. "I don't know where it's got to." Three o'clock came and went. At four minutes past, there was an announcement. "For all those awaiting the three o'clock to Stalybridge, we are sorry for the delay."

Nothing unusual about that, it was what came next which was so strange. "The full extent of the delay will be given as soon as possible." "Is it usually late?" I asked the old lady. "Yes," she said.

And this is her story. It was her fault, she said. Her grandfather had had a model railway in his garden, with trains big enough to sit on, so when she had a family of her own, her idea of a day out was to take her two boys on a train. It did not matter much where the train went, nor did it now when she was old and they took her, "You haven't been before?" she asked me.

"No."

"So you haven't been to Stalybridge Buffet?"

"No."

106 **Ordsall Lane, London Road, Ardwick, Stockport,**

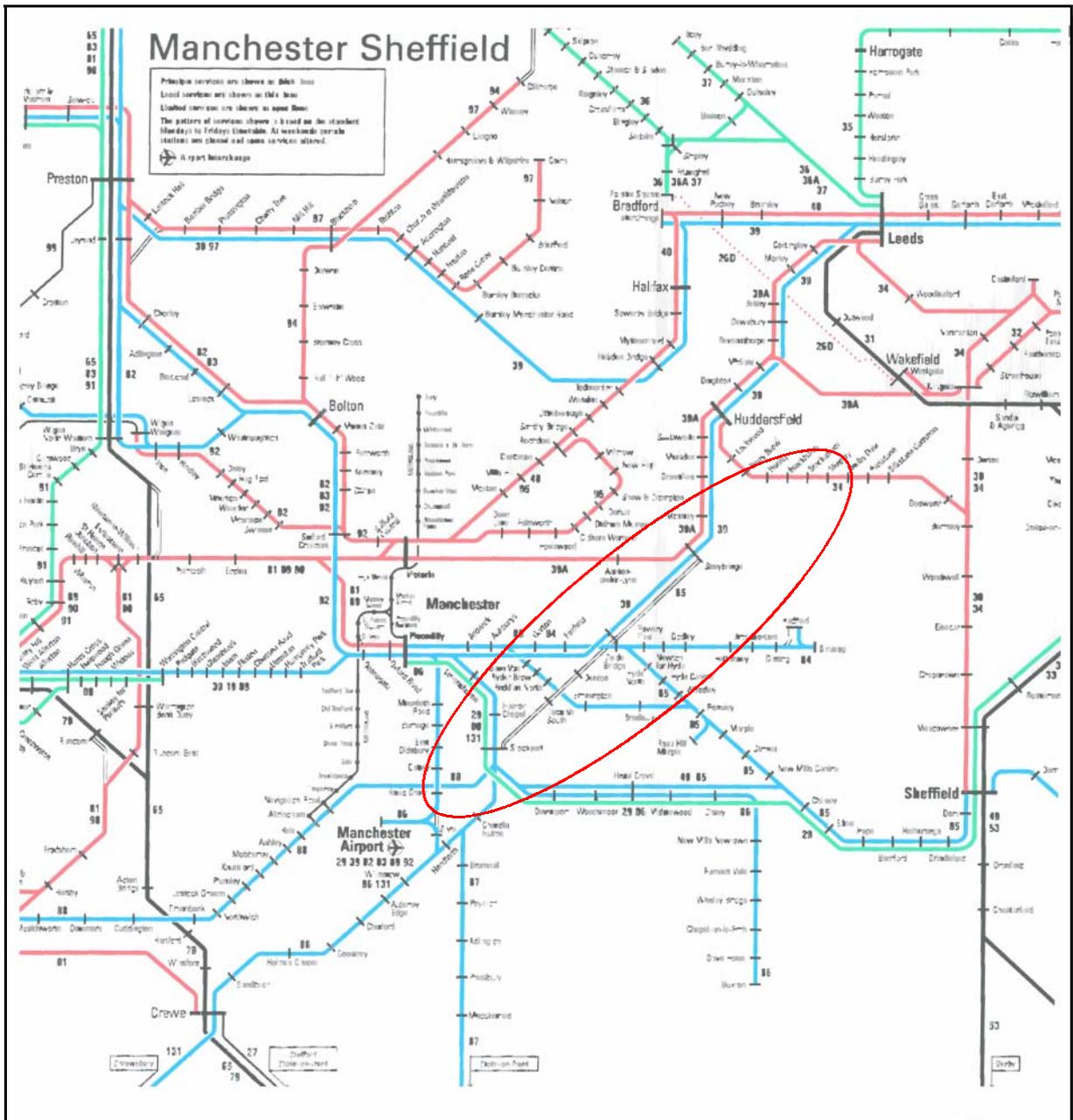
STATIONS.	WEEK DAYS.	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130
		Pas	Phot	Goods and Min	Pas	Pas	Pas	Pas	Pas	Min (Mines) Goods and S.S. (S.S. except)	Coal	Exp. Goods (Exp. Goods) Pass. (Pass. only)	Pas	Pas	Exp. Goods (Exp. Goods) Pass. (Pass. only)	Pas	Exp. Goods (Exp. Goods) Pass. (Pass. only)	Pas	Exp. Goods (Exp. Goods) Pass. (Pass. only)	Pas	Exp. Goods (Exp. Goods) Pass. (Pass. only)	Pas	Exp. Goods (Exp. Goods) Pass. (Pass. only)	Pas	Exp. Goods (Exp. Goods) Pass. (Pass. only)	Pas	Exp. Goods (Exp. Goods) Pass. (Pass. only)
Ordsall Lane	dep.																										
Oxford Road	dep.																										
London Road	arr.																										
Ardwick	arr.																										
Longsight	arr.																										
Audenshaw Junction	pass																										
Stockport	dep.	1 50																									
Heaton Norris	arr.	1 58																									
Ash Bridge Loop	dep.																										
Reddish	arr.																										
Denton Colliery	arr.																										
Denton	arr.																										
Denton Junction	arr.																										
Guide Bridge L. & W. Goods	arr.																										
Guide Bridge M. S. & L.	arr.																										
Dukinfield (Junction)	arr.																										
Ashton (Park Parade)	arr.																										
Stalybridge	arr.																										
Crowther Junction	pass																										
Ashton, O.R. (S.W. Goods) / dep.																											
Ashton, O.R. (Pass. Station) / dep.																											
Broad Oak Colliery / dep.																											
Limehurst Colliery / dep.																											
Park Bridge / dep.																											
Rocher Colliery / dep.																											
Oldham (Clegg Street) / dep.																											
Oldham (Gfodwick Rd.) / dep.																											
Leas / dep.																											
Groton / dep.																											
Greenfield / dep.																											
Greenfield / arr.																											
Delph / arr.																											

No. 121.—Conveys Scotch Traffic (Sheeted Wagons) and Tranships to London Road.

No. 108.—Shunts at Denton for Nos. 107, 110, and 112.

No. 110.—The Engine of this Train to do any Shunting required at Greenfield.

Stockport to Stalybridge from an 1886 London and North Western Railway WTT



Thin black line. The once a week Stockport to Stalybridge “Parliamentary” shows up on the 1997 Great Britain Railway Timetable map as a thin black line in an ocean of red, blue and green.

She and her son exchanged glances, and the two smiled. Stalybridge Buffet, I gathered, seemed to be some rite of passage awaiting me at the end of the line.

"Here she comes," shouted someone, and out of the mist came a fussy little diesel, not only 20 minutes late but a train out of time altogether, the line having never been electrified. I had not seen one of these in 20 years. It stopped and 12 people, most of whom I had not noticed on the platform but who seemed to have beamed down like

the crew of the Starship Enterprise, got on. Only they did not get on the way people normally do; they piled on board, the old lady among them, like children on a school trip or soldiers going on leave, as though terrified they might be left behind.

I found myself in one of the two elderly carriages with three men who, to my amazement, told me they worked for the railways. One was a signaller, another an engine driver and the third a younger man just about to join.

All had come a long way for these 20 minutes to nowhere, one from Accrington, another from Reading, the third from Swindon.

"Why?" echoed the engine driver. "For this. Listen," He lifted his hand. The little diesel was shifting from side to side like a sprinter in the blocks, every bolt vibrating. "Oh, you old mechanical thing," he said fondly. "That's why I come. This is real"

"So you've been before?" All three grinned. "We come as of-

Table 85

Mondays to Saturdays

Sheffield, New Mills and Marple → Manchester

Route Diagram - see first page of Table 84

	NW	NW	RE	RE	NW	NW	NW	NW	CT	CT	NW	NW	RE	NW	NW	NW	CT	CT	NW	NW	RE	NW	NW	NW
			SX	SO			SX	SO	SO	SX							SO	SX						
Sheffield B	d		12 09	12 10			12 15	12 15	12 15	12 42	12 43		13 09				13 41	13 43			14 09			14 15
Dore	d						12 22	12 22																14 23
Grindleford	d						12 31	12 31																14 32
Hathersage	d						12 34	12 34																14 35
Barnford	d						12 38	12 38																14 39
Hope (Derbyshire)	d						12 41	12 41																14 42
Edale	d						12 49	12 49																14 50
Chinley	d						12 57	12 57																14 58
Hazel Grove	d																							
Stockport	d		12 53	12 53						13 25	13 25		13 53				14 25	14 25			14 53			
New Mills Central	a						13 03	13 04									14 03							
Strines	d						13 04	13 04									14 06							
Marple	d		12 45				13 09	13 09					13 45			14 09								14 45
Rose Hill Marple	d	12 12										13 12												14 12
Romiley	d	12 16					12 48		13 12	13 13		13 16		13 48		14 12								14 48
Woodley	d	12 19										13 19												14 19
Hyde Central	d	12 23										13 23												14 23
Hyde North	d	12 26										13 26												14 26
Guide Bodge	d	12 30	12 34				13 04					13 30	13 34		14 04									14 30
Fairfield	d	12 33										13 33												14 33
Gorton	d	12 37					13 07					13 37		14 07										14 37
Bredbury	d						12 52		13 15	13 15			13 52			14 15								14 52
Brimnington	d						12 55		13 18	13 18			13 55			14 18								14 55
Reddish North	d						12 59		13 21	13 21			13 59			14 21								14 59
Ryder Brow	d						13 01						14 01											15 01
Belle Vue	d						13 03						14 03											15 03
Ashburys	d		12 40				13 06	13 10				13 40		14 06	14 10									15 06
Ardwick	d																							15 10
Manchester Piccadilly	a	12 42	12 47	13 03	13 03	13 13	13 13	13 17	13 34	13 34	13 36	13 36	13 42	13 47	14 04	14 13	14 17	14 32	14 36	14 36	14 42	14 47	15 04	15 13

	NW	CT	NW	NW	NW	RE	NW	NW	CT	NW	NW	NW	RE	NW	NW	NW	NW	NW	CT	NW	NW	RE	NW	NW
	FO																							
Sheffield B	d		14 36			15 09				15 42			16 09							16 14	16 43			17 09
Dore	d																							16 21
Grindleford	d																							16 30
Hathersage	d																							16 33
Barnford	d																							16 37
Hope (Derbyshire)	d																							16 40
Edale	d																							16 48
Chinley	d																							16 56
Hazel Grove	d																							
Stockport	d	15 00	15 25			15 53			16 25				16 53							17 25				17 53
New Mills Central	a		15 04																	17 02				
Strines	d		15 05																	17 03				17 30
Marple	d		15 10										16 09			16 45				17 08				17 33
Rose Hill Marple	d		15 12																	17 05				17 37
Romiley	d	15 19	15 16			15 48			16 12	16 16		16 48		17 09	17 04	17 11				17 16				17 41
Woodley	d		15 19																	17 07				17 19
Hyde Central	d		15 23																	17 11				17 23
Hyde North	d		15 26																	17 14				17 26
Guide Bodge	d	15 13	15 34			16 04							16 30	16 34		17 04				17 18				17 30
Fairfield	d		15 33										16 33							17 18				17 33
Gorton	d		15 37			16 07							16 37							17 07				17 37
Bredbury	d		15 22			15 52			16 15				16 52			17 14				17 14				17 44
Brimnington	d		15 24			15 55			16 18				16 55			17 17				17 17				17 46
Reddish North	d		15 28			15 59			16 21				16 59			17 20				17 20				17 51
Ryder Brow	d					16 01							17 01							17 01				17 54
Belle Vue	d					16 03							17 03							17 03				17 56
Ashburys	d					15 40			16 06	16 10			16 40			17 04	17 10			17 04				17 59
Ardwick	d																							18 06
Manchester Piccadilly	a	15 36	15 38	15 41	15 47	16 04	16 13	16 16	16 36	16 37	16 42	16 49	17 01	17 13	17 17	17 26	17 29	17 36	17 36	17 42	17 47	18 03	18 05	18 13

For general notes see front of timetable

A To Manchester Airport (Table B6)

D Reservations compulsory Saturdays

C To Stalybridge an. 1521. Also stops at Reddish South 1505 and Denton 1509

The Stockport to Stalybridge Parliamentary as it appeared in Table 85 of the 1997 Great Britain Railway Timetable. It still appears in 2003, but now in Table 80— and runs 4 minutes earlier.

When the House of Commons attempted to frame some general legislation concerning railways early in 1844, the proper management of third-class travel was brought before it. The Liverpool & Manchester Railway had not yet come to provide any such accommodation whatever. At the other extreme, third-class passengers comprised 68.9% of the total number carried by the Manchester & Leeds in the year 1842-3. On the railway system of Great Britain as a whole the proportion of third-class travelling had then risen to 27.4%.

... The most important 'general measure' passed in these years was Gladstone's Act of 1844. When first presented to Parliament as a Bill, it attempted to do three things: to increase the direct control of the government over the management and working of the railways; to give it power to purchase them outright at a future date; and to compel them to provide reasonable minimum conditions of comfort for the conveyance of third class passengers. As soon as these terms were published, the companies and their shareholders howled in protest. 'The railway plunder Bill', they called it, and they fought it line by line as it passed through Parliament. In the end the provisions of the Bill that gave the government authority to interfere in the working of the companies disappeared; and its clauses were made applicable only to new lines to be established in the future, not to those already in being. The government was authorised to purchase these new companies at any time after 21 years had elapsed. This power was never in fact exercised. Nonetheless, the Transport Act of 1947, under which the state bought the railways, was putting into practice a policy that had first been envisaged 103 years before.

The Act did, however, give effective protection to the interests of third-class passengers. They were now guaranteed at least one train a day, running at a minimum speed of 12 mph; carriages were to be furnished with seats and protected from the weather; and the passengers were to pay at the rate of not more than 1d a mile. That these conditions applied only to new railways did not matter: once they were established, the existing companies necessarily had to accept them also. Some of them still subjected third-class passengers to inconvenience. The Great Western Railway, which always regarded them with a qualified liking, had a way of forcing them to begin their journey in the small hours. For many years the only third-class train from London to the West Country set out at 6 am. The company's employees referred to it as 'the Plymouth Cheap'. But discomfort and indignity did not matter much when third-class passengers could now claim, as a right, a service faster than that provided by even the most brilliant of the old mail-coaches, and at a much lower price. If the accommodation was Spartan, it was a great improvement on clinging to the outside of a coach, exposed to rain and wind. Of all classes in the community, the poor clearly stood to benefit most from the railway.

Who were these third-class passengers? There was frequent complaint in the 1830s and 1840s that peo-

ten as we can," said the signalman, a sharp man, his hair in a pony-tail, not at all the sort of chap you would expect to spend his day off crossing England to travel 19 km on an old train. It was then I realised I was in the company of a species I had thought extinct; railway men who loved railways. The brakes were released and with lurch, we were off. I felt a hand on my shoulder. "You do realise you are on one of the highest viaducts in Britain," said the old lady. "In a minute you will see the Pennines." The two of us stared out together. "Ah," she said. "No you won't."

We came to a station and one of

the railway men opened the window, something you can still do on this train. "Anyone getting on?" asked his friends. He shook his head. "No," he said, as happy as any man confirming an article of faith. "Hang on, though, the guard has just got out." They watched him standing in weeds waist high, an explorer in some lost city in the Incas. In all the years they had travelled the line, they said, no one had ever seen a living soul on Denton station. But then people can grow up in Denton and not even know they have a station. My cousin has. "Are you sure you didn't dream this journey?" he said.

The green was all around us now, and deepening over hanging trees, neat suburban hedges, overgrown verges, a world of willows and elder.

I did not have a clue where I was, or later, where I had been, when I retrieved my car from Stockport and drove between factories to Stalybridge, a journey that, curiously, took me over an hour.

The train pulled into Stalybridge, but when I looked back through the rain I saw that the destination indicator on the front cab said Ormskirk. By that stage I was prepared to believe anything, for by the time I turned around again most of the

ple who could well afford to travel first or second class were travelling third. Wishaw was 'astonished' to see several most respectably dressed persons' riding in the open wagons of the London & Blackwall Railway, which were 'intended especially for those who cannot afford better accommodation'. 'The most wealthy and influential merchants of Glasgow' frequently arrived, we are told, at the station in their own carriages and then travelled to Greenock standing up. To counter such deplorable practices, one of the millionaire Crawshay dynasty was said to have suggested to the Great Western company that it should 'hire *sweeps* to travel in their third-class carriages to scare intruders'.

It was impossible to prevent passengers from making their own choice in this matter; and third-class carriages continued to be used for short journeys by all sorts of people. Good sense was talked here by Capt. M. L. Laws, general manager of the Manchester & Leeds Railway. He allowed that in fair weather 'respectable trades people, clerks, etc.' travelled third-class, but added that the great majority of third-class passengers were 'strictly the working classes, weavers, masons, bricklayers, carpenters, mechanics, and labourers of every description, some of whom used formerly to travel by carts but the greater number on foot'.

In the first complete year during which these new arrangements were in force, that ending on 30 June 1846, the returns show that out of 40 million passenger journeys made in Great Britain, almost 10% were in the new 'Parliamentary' trains. The Act unquestionably stimulated a very large growth of cheap travelling: the 27.4% of third-class journeys made in 1842-3 had become 32.1% in 1845-6, and to them were now to be added 9.8% in respect of the new Parliamentary traffic. That is to say, taking the two categories together, that railway travel at the cheapest rates had increased by half in two years. By 1850 a majority of the passenger journeys in Great Britain were being made at a penny a mile or less. Thereafter the process went on steadily, almost without interruption. By 1875 the proportion of these journeys had grown from half to more than three-quarters (77.9%). In 1913 it was 96%.

If we repeat the question asked before, 'Who *were* these penny-a-mile passengers?' the answers to it must now be somewhat different. After 1850 we do not hear much about well-to-do persons who travelled by cheap trains. Some economically-minded business men must certainly have gone on putting up with a little discomfort on short journeys in order to save a shilling or two a week. But such men would have been most unlikely to use any of the long-distance Parliamentary trains. Two sixteen-hour journeys from London to Liverpool and back would not have been acceptable to them when each could be made, by travelling second class, in six.

Extracted from Jack Simmon's '*The Victorian Railway*' and '*The Railways of Great Britain*'

passengers had vanished, apart from the old lady, her son and the signalman, who were hurrying towards the station building.

The Buffet at Stalybridge is one of the few free houses in the rail network. A narrow little room, it has not changed much since it was opened in the 1880s and still has an open fire. But that was not the first thing I noticed. On the bar was a barrel of homemade Perry. Perry is my favourite drink, but in 40 years of perambulation through licensed premises I had not seen it for sale anywhere outside the pear orchards of Herefordshire and even there never in a pub.

"Oh, we always have a barrel of

Perry," said the licensee.

I had a pint and it smelled of elderflower. The next time I went to the bar I saw they also did wheat beer. Wheat beer is that lovely white beer brewed in Belgium and Germany, but which in this country is difficult to get outside London. "Wheat beer, please."

"What kind would you like?"

"How many have you got?"

"Eight."

Men have always fantasised about Journey's End, the great good place where wishes are met. At different times and in different cultures, this has been the Happy

Isles, the Land of Cockayne, in Welsh,—Afallon, the Isle of Apples, Brigadoon, the Blue Rock Candy Mountains: it is just that no traveller who looks for it can find his way there. But say there was a train out of place and time, a train that went nowhere and never came back.

"Usually we have 20 guest beers a week," said the licensee.

"I knew you'd like it here," said the old lady. Here at the quiet limit of the world's end.

This is an edited extract from '*An Audience with an Elephant*' by Byron Rogers (Aurum Press, \$37.95).

Buses Southwest from Eastwood Station

By **JIM O'NEIL**.

IN the 50s and 60s there were numerous small, one-man bus routes in the suburbs of Sydney. One such was route 87, from Eastwood to West Ryde on the western side of the Main Northern railway line. When I first discovered it, it was operated by Dundas Valley Coaches, whose main service was route 172, Parramatta to Eastwood. By the time I was able to secure a timetable of the 87, it had been sold to an independent, and operated as the Eastwood - West Ryde Bus Co., G.A. Briggs Prop.

The timetable is undated, but I secured it in the early sixties (right). It can be operated by a single bus, but if one man drove that bus all day he was on duty from 6.59 a.m. until 7.00 p.m., with no break of longer than twenty minutes (apart from lunch?). Two intermediate timing points are shown, Tramway Street (in West Ryde) and Denman St. (in Eastwood). Denman St. was on a diversion north of the main route, looping round the block, and only a block south of Routledge St., where the 172 operated. Most off-peak services diverted via Denman St., but peak-hour runs did so only inbound to Eastwood in the mornings and outbound in the evenings. Similarly, on Saturdays, buses left Denman St. for Eastwood up to 11.07, but not later, and did not leave Eastwood for Denman St. until 10.35.

There were more peak-hour services to West Ryde, than to Eastwood, with two morning services turning back at Tramway St., as well as one evening one. The southern section of the route was further from the route 173 Parramatta - West Ryde (see *The Times* November 2000) than the northern was from the 172, and as the two parts of the route were only three blocks or so apart, more commuters would find it convenient to go to West Ryde, two stations closer

MONDAY TO FRIDAY							
Dep. Eastwood Stn.	Dep. Denman St.	Dep. Tramway St.	Arrive W. Ryde Stn.	Dep. W. Ryde Stn.	Dep. Tramway St.	Dep. Denman St.	Arrive Eastwood Stn.
		6.59	7.05	7.09	7.15 T	—	—
		7.18	7.24	7.28	7.35	7.39	7.45
B 7.46	—	7.55	8.01	8.06	8.12 T	—	—
		8.15	8.21	S 8.23	8.31	—	8.45
B 8.45	—	8.55	9.01	9.01	9.08	9.12	9.18
9.23	—	9.31	9.37	9.42	9.49	9.53	9.59
10.00	10.06	10.10	10.16	10.24	10.30	10.34	10.40
11.00	11.06	11.10	11.16	11.24	11.30	11.34	11.40
12.00	12.06	12.10	12.16	12.24	12.30	12.34	12.40
1.46	1.50	1.55	2.01	2.07	2.13	2.17	2.23
2.33	2.39	2.43	2.49	2.50	2.56	3.00	3.06
3.10	—	3.18	3.24	S B 3.30	3.36	—	3.42
3.50	3.56	4.00	4.06	B 4.12	4.20	—	4.28
4.40	4.46	4.50	4.58	B 5.00	5.08	—	5.16
5.18	5.24	5.28	5.34	B 5.40	5.48	—	5.55
6.00	6.06	6.10	6.18	6.24	6.31 T	—	—
		6.32	6.38	B 6.14	6.52	—	7.00

S—School Bus
 T—Terminates Tramway Street
 B—Via Birgin Street

SATURDAY						
Eastwood Stn.	Denman St.	Tramway St.	W. Ryde Stn.	Tramway St.	Denman St.	Eastwood Stn.
8.16 a.m.	—	8.24	8.35	8.43	8.47	8.55
9.25	—	9.33	9.42	9.50	9.54	10.00
10.35	10.41	10.45	10.55	11.03	11.07	11.15
11.45	11.51	11.55	12.05 p.m.	12.13	—	12.24
12.55	1.01	1.05	1.20	1.28	—	1.35

Route 87, undated, but current early 1960s. Eastwood - West Ryde Bus Co.; G.A. Briggs Prop.

to the city than Eastwood.

The next timetable may appear to be undated, but the numbers 5/87 can be found below the bottom right hand corner of the actual timetable (see our page 11). This timetable was issued by Metro-West Bus Lines, the sister company of Ken Butt's North & Western. The Denman St. diversion has been dropped, and the route has been extended several blocks west to take in new housing and Marsden High School, which provides the only intermediate timing point. Saturday services were no longer operated in 1987. Peak hours services have been slightly reduced in number with more on the West

Ryde end. The counter flow bus running to Marsden High, in place of Tramway St., is no longer shown, but the bus does run beyond the stations to local schools - St. Michaels, Meadowbank requires ten minutes each way in the afternoon, while the Eastwood school need only five minutes to get there and back.

The off-peak services have been reduced to two, marked as running though to and from Carlingford Court, and were operated, not by run 13, but by another bus, run 14. On the other side of the timetable, we find the timetable for route 150 (see our page 12), which was operated

(Continued on page 13)

ROUTE 87

ROUTE 87

WEST RYDE STATION TO EASTWOOD STATION

via Tramway St, Marsden High School
and Clanwilliam St.

Certain journeys extend to Carlingford Court Shopping Centre and Carlingford Station.

Run No.	DEPART WEST RYDE STATION (West Pde Plaza)	DEPART MARSDEN HIGH SCHOOL (Winbourne & Farnell St)	ARRIVE EASTWOOD STATION (West Pde)	DEPART EASTWOOD STATION (West Pde)	DEPART MARSDEN HIGH SCHOOL (Winbourne & Farnell St)	ARRIVE WEST RYDE STATION (West Pde Plaza)
	TO EASTWOOD →			TO WEST RYDE →		
	<u>MONDAYS TO FRIDAYS</u>					
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
13	-	-	-	-	6.57	7.05
13	7.07	7.17	7.24	7.26	7.33	7.43
13	-	-	-	-	7.53	8.03
13	8.07	8.17	MK8.24	8.45	8.52	SM9.02
13	9.15	9.25	9.32	-	-	-
14	-	-	-	CC10.20	10.27	10.37
14	10.40	10.50	10.57CC	CC11.35	11.42	11.52
14	11.55	12.05	-	-	-	-
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
13	3.03	3.13	3.20	MK3.25	3.35	3.45
13	SM4.05	4.15	4.22	4.28	4.35	4.44
13	4.52	5.02	5.07	5.12	5.19	5.28
13	5.36	5.46	5.53	5.55	6.02	6.10
13	6.12	6.20	-	-	-	-

5/87

Abbreviations used in this time-table:

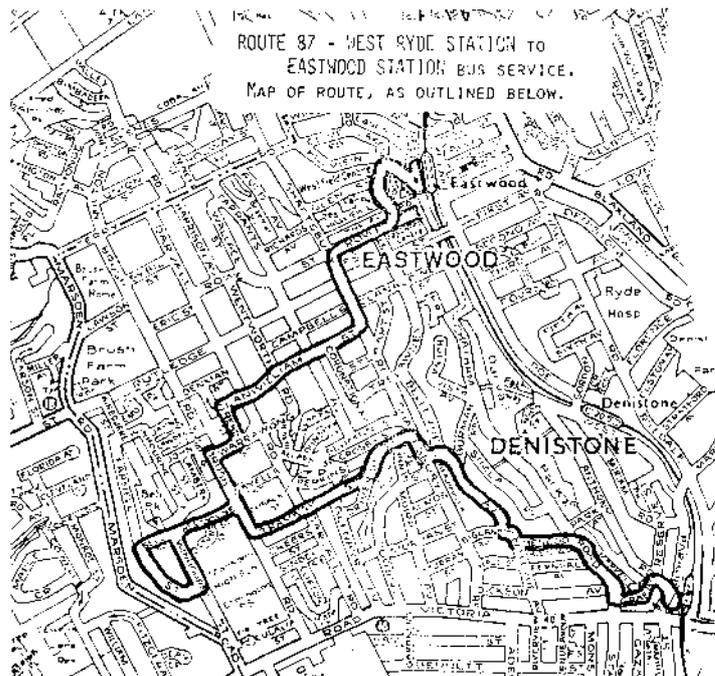
MK..Denotes operates to or from St Kevins School and Marist Bros School, Eastwood.

SM..Denotes operates to or from St Michaels School, Meadowbank.

CC..Denotes operates to or from Carlingford Court and Carlingford Station via Route 150.

METRO-WEST BUS LINES PTY. LIMITED.
305 VICTORIA ROAD,
RYDALMERE NSW 2116

TELEPHONE: 684 4877



ROUTE 150

ROUTE 150

EASTWOOD STATION TO CARLINGFORD STATION

via Raimonde Rd, Mobos Lane, Marsden Rd and Carlingford Court.

Certain journeys extend to or from West Ryde Station as shown with the abbreviation "WR"

Run No.	DEPART EASTWOOD STATION (West Pde)	DEPART MARSDEN RD & MOBBS LANE	DEPART CARLINGFORD COURT (Pennant Hills Rd)	ARRIVE CARLINGFORD STATION (Lloyds Av)	DEPART CARLINGFORD STATION (Lloyds Av)	DEPART CARLINGFORD COURT (Pennant Hills Rd)	DEPART MARSDEN RD & MOBBS LANE	ARRIVE EASTWOOD STATION (West Pde)
	TO CARLINGFORD COURT AND STATION →				TO EASTWOOD STATION →			
					MONDAYS TO FRIDAYS			
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
14	-	-	-	-	-	-	6.57	7.05
14	7.07	7.15	PHR	7.20	7.21	7.26	7.30	7.38
14	7.45	7.57	8.00	JC8.12	8.13	8.19	8.22H	8.30
14	8.32	8.39	8.43	JC8.53	8.56	9.03	9.06	9.14
14	9.45	9.53	9.56	10.01	10.02	10.07	10.10	10.18WR
14	WR11.00	11.08	11.11	11.16	11.17	11.22	11.25	11.33WR
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
14	-	-	-	-	JC3.05	3.20	3.23	H3.31
14	3.35	3.45	3.49	3.54	3.55	4.00	4.03	4.11
14	4.28	4.36	4.39	4.44	4.45	4.50	4.53	H5.00
14	5.12	5.22	5.25	5.30	5.33	5.38	5.41	H5.47
14	5.55	6.03	6.06	6.11	-	-	-	-

Abbreviations used in this time-table:

PHR...Denotes this journey runs via Pennant Hills Road between Marsden Rd and Carlingford Station.

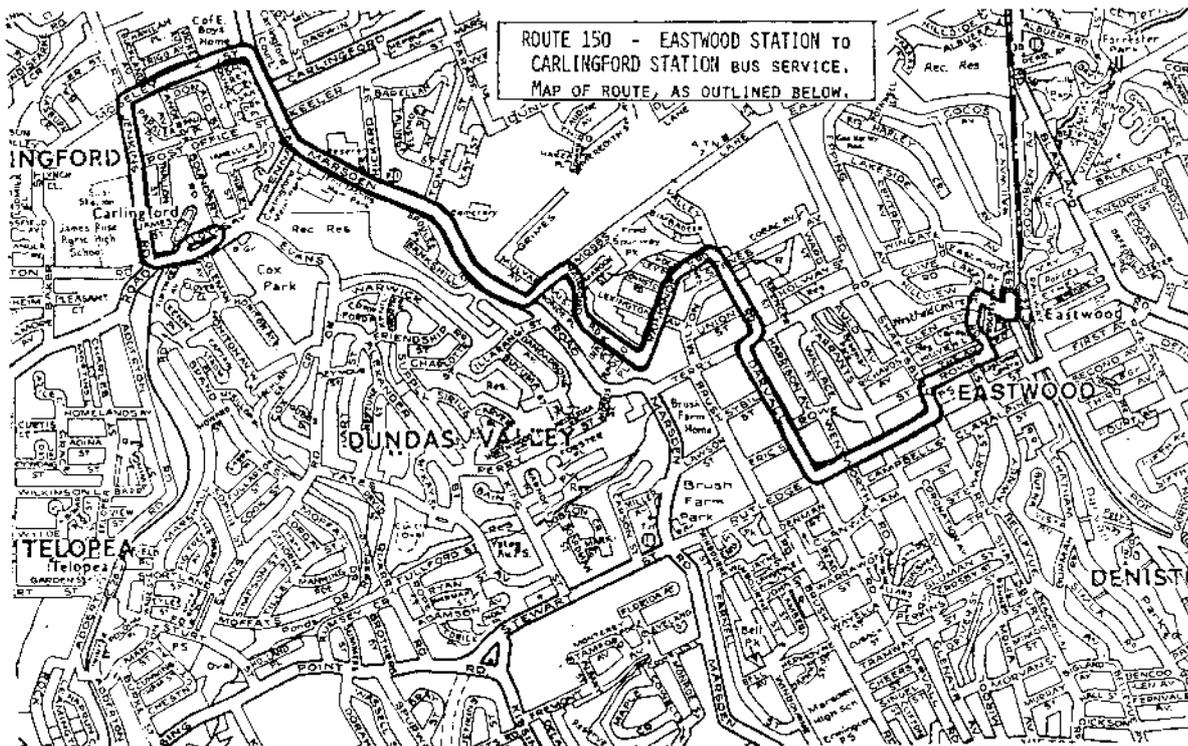
JC...Denotes runs to or from James Ruse High and Cumberland High School on School Days only.

H....Denotes operates via Hillview Street direct.

WR...Denotes this journey operates to or from West Ryde Station.

METRO-WEST BUS LINES PTY. LIMITED.
305 VICTORIA RD,
RYDALMERE NSW 2116

TELEPHONE: 684 4877



Route 150, Carlingford to Eastwood Metro-West Bus Co; May 1987.

Route 542: EASTWOOD - CARLINGFORD - EASTWOOD
via Raimonde Road and Marsden Road

• For additional services between Eastwood and Raimonde Road or vice versa, see route 545 Timetable.

EASTWOOD		CARLINGFORD				EASTWOOD	
Eastwood Station	Marsden Road & Mobbs Lane	Opposite Carlingford Court	Carlingford Station (Lloyds Avenue)	Carlingford Court	Marsden Road & Mobbs Lane	Eastwood Station	
WEEKDAYS - MORNINGS							
7.59	8.03	8.10	7.20 8.17	7.25	8.23	7.38 8.35	
AFTERNOONS							
3.30 4.28	3.40	3.00 4.43	3.10	3.20	3.30		

NOTE: At Eastwood, join bus at Railway Station, not at Shops.

Route 543: EASTWOOD - WEST RYDE - EASTWOOD
via Marsden High School

EASTWOOD		WEST RYDE	
Eastwood Station	Marsden High School	West Ryde Station	West Ryde Station
WEEKDAYS - MORNINGS			
7.27	7.35	7.47	
8.30	8.38	8.48	
11.50	11.57	12.07	
AFTERNOONS			
3.30 4.28	3.42 4.38	3.52W 4.48	

WEST RYDE		EASTWOOD	
West Ryde Station	Marsden High School	Eastwood Station	Eastwood Station
WEEKDAYS - MORNINGS			
8.05	7.13	7.23	
9.35	8.15	8.30	
	9.44	9.52	
AFTERNOONS			
4.00	4.10	4.18	

EXPLANATION:

W - Bus terminates at West Ryde Shops.

Dundas Valley District Timetable, page 21. North & Western Bus Co. 23 July 1990. Routes 542 & 543.

throughout by run 14. The route 150 provided a similar frequency to the 87, also on Mondays to Fridays only. It operated to the James Ruse High (one block west of the normal route 150), and to Cumberland High (on the north side of Pennant Hills Road, just off the edge of the map).

These two routes were among the unprofitable services, which were to be rationalised in the 23rd July 1990

reorganisation of Ken Butt's services. Some service was still provided, as can be seen from page 21 of the Dundas Valley District timetable (above). Route 150 was renumbered 542, and only peak hour service was provided, although some off-peak buses on route 545 were diverted via Raimonde Road, to cover the Eastwood end of the service, as can be seen from the note on the timetable. Route 87

SERVICE UPDATE



**ROUTE 542 WILL BE
CANCELLED
FROM MONDAY
5 MARCH 2001**

The 7.53am and 3.30pm journeys departing Eastwood Station for Carlingford and the 8.17am departing Carlingford for Eastwood Station will now operate as **School Special Route 711**.

The 3.04pm journey departing James Ruse Agricultural High School for Eastwood Station will now operate as **School Special Route 712**.



No 57

The end of the road for the 542 service, replaced by a special School Service

was renumbered 543, and provided a few peak hour services, and one off-peak run, leaving West Ryde at 9.35 for Eastwood, arriving at 9.52. Shoppers had nearly two hours at Eastwood, with the return bus leaving at 11.50 a.m..

Even this limited service was reduced further. On the 28th January 1992, a new timetable was issued for the two routes (see our page 14). The earliest run of the 542, 7.20 from Carlingford, had ceased, as did the last runs on both routes, at 4.28 from Eastwood in both cases. The off-peak service on the 543 now ran later, leaving West Ryde half an hour later, at 10.05 a.m., and Eastwood almost an hour later at 12.46 p.m.

When North & Western was taken over by Sydney Buses, it was proposed that the 542 would remain with limited service and the 406 Auburn to Ermington (see *The Times* June 2001) would be extended north-

westwards over the northern half of the 543 and thence via a new route, partly replacing the 544 Eastwood to Top Ryde via Midway (see *The Times* September 2001, page 13) to Macquarie Centre. Route 543 would then cease to run. This did not quite happen. It was the 542 which was

cancelled on 5 March 2001, to be replaced by School Special services (see our page 13, top right).

The new through service from Auburn to Macquarie Centre was re-numbered 544, not 406 (see timetable below and overleaf), and it ran from Eastwood Station to Threlfall

St and Abuklea Roads over the old route 544, not the proposed new route (on roads not previously used by buses). Route 544 buses ran from there to Macquarie Centre, while a few buses, numbered 542, ran to or from Bridge & Smalls Roads, further

(Continued on page 16)

Route 543

RUN NO.	DEPART WEST RYDE STATION	MARSDEN HIGH SCHOOL	ARRIVE EASTWOOD STATION	DEPART EASTWOOD STATION	MARSDEN HIGH SCHOOL	ARRIVE WEST RYDE STATION
WEST RYDE STATION to EASTWOOD STATION						
MONDAY to FRIDAY						
	<i>am</i>	<i>am</i>	<i>am</i>	<i>am</i>	<i>am</i>	<i>am</i>
1	—	M7.25	7.35	7.37	7.45	7.55
1	8.05	8.15	8.30	8.35	8.43	8.55
1	10.05	10.15	10.30	—	—	—
	<i>pm</i>	<i>pm</i>	<i>pm</i>	<i>pm</i>	<i>pm</i>	<i>pm</i>
1	—	—	—	12.46	12.54	1.06
1	—	—	—	3.30	3.38	3.50
1	4.00	4.10	4.18	—	—	—

THIS TIMETABLE EFFECTIVE FROM 12.01 am TUESDAY 28th JANUARY 1992

Abbreviations used in this timetable denote:

M — Starts at Marsden High School

Roadways used on this route

FROM WEST RYDE STATION —

West Pde, Graf Ave, Chatham Rd, Bencoolen Rd, Bellevue Ave, Beaumont Ave, Shaftsbury Rd, Perkins St, Tramway St, Brush Rd, Hermoyne St, Winbourne St, Farnell St, Bell Ave, Hermoyne St, Brush Rd, Warrawong St, Read St, Clanwilliam St, Shaftsbury Rd, Rowe St, Lakeside Rd, Hillview Rd, to West Pde and return to West Ryde via reverse roadways.

Route 542

RUN NO.	DEPART EASTWOOD STATION	MARSDEN RD & MOBBS LANE	OPR. CARLINGFORD COURT	CARLINGFORD STATION	CARLINGFORD COURT	MARSDEN RD & MOBBS LANE	ARRIVE EASTWOOD STATION
EASTWOOD STATION, CARLINGFORD STATION, EASTWOOD STATION							
MONDAY to FRIDAY							
	<i>am</i>	<i>am</i>	<i>am</i>	<i>am</i>	<i>am</i>	<i>am</i>	<i>am</i>
1	7.53	8.03	8.10	8.17	8.20	8.23	8.35
	<i>pm</i>	<i>pm</i>	<i>pm</i>	<i>pm</i>	<i>pm</i>	<i>pm</i>	<i>pm</i>
1	—	—	3.00	3.10	—	3.20	3.30
1	3.30	3.40	3.50	—	—	—	—

THIS TIMETABLE EFFECTIVE FROM 12.01 am TUESDAY 28th JANUARY 1992

Roadways used on this route:

FROM EASTWOOD —

West Pde, Hillview Rd, Terry Rd, Valley Rd, Raimonde Rd, Mobbs L, Marsden Rd, Moseley St, Jenkins Rd, Pennant Hills Rd to Lloyds Ave and return to Eastwood via the reverse roadways.

SERVICES TO AUBURN STATION

Time Period	Showing Route Number	Monday to Friday														
		Macquarie Centre (Herring Rd)	Macquarie University (University Ave)	North Ryde (Bridge & Smalls Rds)	Eastwood (Threlfall St & North Rd)	Denistone East (North & Lovell Rds)	Eastwood (Gordon & Welby Sts)	Eastwood Station (West) (West Pde)	Marsden High School (Winbourne St)	West Ryde Station (West Pde)	Ermington Shops (Victoria Rd)	Silverwater Remand Centre (Holker St)	Silverwater (Vore & Egerton Sts)	Silverwater (Welherill & Camarvon Sts)	Silverwater (Camarvon & Stubbs Sts)	Auburn Station (Rawson St)
AM	544	.....	.....	.....	.....	.....	.....	.....	.....	5:35	5:40	.....	5:45	5:48	5:55
	544	.....	.....	.....	.....	.....	.....	.....	.....	5:50	5:55	.....	6:00	6:03	6:10
	544	.....	.....	.....	.....	.....	.....	.....	.....	6:05	6:10	.....	6:15	6:18	6:25
	544	.....	.....	b5:55	5:57	.....	6:04	6:11	.....	6:16	6:21	.....	6:26	6:29	6:35
	540	.....	.....	.....	.....	.....	.....	.....	.....	6:39	6:43	.....	6:46	6:46	6:52
	544	.....	.....	b6:24	6:26	.....	6:34	6:41	.....	6:46	6:52	.....	6:59	7:02	7:08
	540	.....	.....	.....	.....	.....	.....	.....	.....	7:09	7:13	.....	7:16	7:16	7:22
	542	6:45	6:50	6:52	d6:57	7:04	7:11	7:16	7:22	7:29	7:32	7:38
	540	.....	.....	.....	.....	.....	.....	.....	.....	7:39	7:43	.....	7:46	7:46	7:52
	544	7:13	7:17	7:23	7:25	7:34	7:41	7:46	7:52	7:59	8:02	8:08
	543	7:45	7:55
	540	.....	.....	.....	.....	.....	.....	.....	.....	.....	8:09	8:13	.....	8:16	8:22
	542	7:45	7:50	7:52	d7:57	8:04	8:11	8:16	8:22	8:29	8:32	8:38
	540	.....	.....	.....	.....	.....	.....	.....	.....	.....	8:39	8:43	.....	8:46	8:52
542	.....	.....	8:11	8:16	8:19	d8:24	k8:31	8:41	.....	8:46	8:52	.....	8:59	9:02	9:08
543	.....	.....	.....	.....	.....	.....	j8:38	8:45	8:55	.....	.....	.....	.....	.....	.....
544	9:00	9:04	.....	9:10	9:12	9:16	9:21	9:28	.....	9:34	9:39	.....	9:44	9:47	9:53
543	.....	.....	.....	.....	.....	.....	10:06	10:13	10:23	.....	.....	.....	.....	.....	.....
544	10:00	10:04	.....	10:10	10:12	10:16	10:21	10:28	.....	10:34	10:39	.....	10:44	10:47	10:53
544	11:00	11:04	.....	11:10	11:12	11:16	11:21	11:28	.....	11:34	11:39	.....	11:44	11:47	11:53
542	.....	.....	11:35	11:40	11:42	11:46	11:51	.....	.....	.....	.....	.....	.....	.....	.....
543	.....	.....	.....	.....	.....	.....	12:01	12:08	12:18	.....	.....	.....	.....	.....	.....
544	12:00	12:04	.....	12:10	12:12	12:16	12:21	12:28	.....	12:34	12:39	.....	12:44	12:47	12:53
544	1:00	1:04	.....	1:10	1:12	1:16	1:21	1:28	.....	1:34	1:39	.....	1:44	1:47	1:53
544	2:00	2:04	.....	2:10	2:12	2:16	2:21	2:28	.....	2:34	2:39	.....	2:44	c2:47	2:57
544	.....	.....	.....	.....	.....	.....	.....	.....	.....	3:00	3:05	.....	3:10	h3:13	3:23
540	.....	.....	.....	.....	.....	.....	.....	.....	.....	3:30	3:35	3:39	.....	g3:42	3:52
544	3:10	3:14	.....	3:20	3:22	.....	3:30	3:39	.....	3:45	3:50	.....	3:56	4:01	4:08
543	.....	.....	.....	.....	.....	.....	k3:35	3:45	3:55	.....	.....	.....	.....	.....	.....
540	.....	.....	.....	.....	.....	.....	.....	.....	.....	4:09	4:13	.....	4:16	4:23	
544	3:40	3:44	.....	3:50	3:52	.....	4:00	4:09	.....	4:15	4:20	.....	4:26	4:31	4:38
540	.....	.....	.....	.....	.....	.....	.....	.....	.....	4:39	4:43	.....	4:46	4:53	
544	4:10	4:14	.....	4:20	4:22	.....	4:30	4:39	.....	4:45	4:50	.....	4:56	5:01	5:08
540	.....	.....	.....	.....	.....	.....	.....	.....	.....	5:09	5:13	.....	5:16	5:23	
544	4:40	4:44	.....	4:50	4:52	.....	5:00	5:09	.....	5:15	5:20	.....	5:26	5:31	5:38
540	.....	.....	.....	.....	.....	.....	.....	.....	.....	5:39	5:43	.....	5:46	5:53	
544	5:10	5:14	.....	5:20	5:22	.....	5:30	5:39	.....	5:45	5:50	.....	5:56	6:01	6:06
540	.....	.....	.....	.....	.....	.....	.....	.....	.....	6:09	6:13	.....	6:16	6:21	
544	5:40	5:44	.....	5:50	5:52	.....	6:00	6:07	.....	6:12	6:17	.....	6:20	6:23	6:28
544	6:10	6:13	.....	6:18	6:20	.....	6:26	6:33	.....	6:38	6:43	.....	6:46	6:49	6:54
544	6:40	6:43	.....	6:48	6:50	.....	6:56	7:03	.....	7:08	.....	.....	.....	.....	.....

EXPLANATIONS

Sign	Description	Sign	Description	Sign	Description
b	Commences from Balaclava & Epping Rds 2 minutes earlier.	g	On Thursdays & Fridays only operates via Auburn Girls High on School days only.	j	Section of route from Eastwood to Marsden High School runs on School days only.
c	On Mondays & Tuesdays only operates via Auburn Girls High on School days only.	h	Operates via Auburn Girls High on School days only.	k	On School days only diverts via Eastwood Schools.
d	Also diverts via Eastwood Station, East Side.				

Sydney Buses 24 June 2001. 544 etc. Macquarie Centre to Auburn. Mondays to Fridays: Southbound direction (above) and Northbound direction (overleaf).

SERVICES TO MACQUARIE CENTRE

 540 542 543 544	Showing Route Number A B C D E F G H I J K L M N P	Auburn Station (Rawson St)	Silverwater (Carnarvon & Stubbs Sts)	Silverwater (Wetherill & Carnarvon Sts)	Silverwater (Vore & Egerton Sts)	Silverwater Remand Centre (Holker St)	Ermington Shops (Victoria Rd)	West Ryde Station (West Pde)	Marsden High School (Winbourne St)	Eastwood Station (West) (West Pde)	Eastwood (Gordon & Welby Sts)	Denistone East (North & Lovell Rds)	Eastwood (Threlfall St & North Rd)	North Ryde (Bridge & Smalls Rds)	Macquarie University (Macquarie Dr)	Macquarie Centre (Herring Rd)
		Monday to Friday														
AM	544	6.00	6.07	6.10	.....	6.15	6.20	.....	6.25	6.33	.....	6.42	6.45	.....	6.54	6.58
	540	6.15	6.22	.....	6.25	6.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	6.30	6.38	6.43	.....	6.48	6.53	.....	6.58	7.05	.....	7.14	7.17	.....	7.26	7.30
	540	6.45	6.53	.....	6.58	7.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	7.00	7.08	7.13	.....	7.18	7.23	.....	7.28	7.35	.....	7.44	7.47	.....	7.56	8.00
	540	7.15	7.23	.....	7.28	7.32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	7.30	7.38	7.43	.....	7.48	7.53	.....	7.58	8.05	.....	8.14	8.17	.....	8.26	8.30
	543	.....	.....	.....	.....	.....	.....	s8.05	s8.15	s8.23	.....	.....	.....	.....	.....	.....
	540	7.45	7.53	.....	7.58	8.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	8.00	8.08	8.13	.....	8.18	8.23	.....	8.28	8.35	.....	8.44	8.47	.....	8.56	9.00
	540	h8.15	8.25	.....	8.28	8.32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	h8.30	8.40	8.45	.....	8.50	8.55	.....	9.00	9.07	.....	9.16	9.19	.....	9.28	9.32
	544	h8.45	8.55	9.00	.....	9.05	9.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	9.00	9.07	9.10	.....	9.15	9.20	.....	9.24	9.31	.....	9.38	9.40	.....	9.46	9.50
	544	9.30	9.37	9.40	.....	9.45	9.50	.....	9.54	10.01	.....	.....	.....	.....	.....	.....
	544	10.00	10.07	10.10	.....	10.15	10.20	.....	10.24	10.31	10.36	10.40	10.42	.....	10.48	10.52
	544	11.00	11.07	11.10	.....	11.15	11.20	.....	11.24	11.31	11.36	11.40	11.42	.....	11.48	11.52
	544	12.00	12.07	12.10	.....	12.15	12.20	.....	12.24	12.31	12.36	12.40	12.42	.....	12.48	12.52
	543	.....	.....	.....	.....	.....	.....	12.37	12.47	12.55	.....	.....	.....	.....	.....	.....
	542	.....	.....	.....	.....	.....	.....	.....	.....	1.01	1.06	1.10	1.12	1.17	.....	.....
	544	1.00	1.07	1.10	.....	1.15	1.20	.....	1.24	1.31	1.36	1.40	1.42	.....	1.48	1.52
	544	2.00	2.07	2.10	.....	2.15	2.20	.....	2.24	2.31	2.36	2.40	2.42	.....	2.48	2.52
	542	d3.00	d3.07	d3.11	.....	d3.15	d3.20	.....	d3.25	d3.38	d3.45	3.49	3.51	3.56	.....	.....
	542	3.30	3.37	3.41	.....	3.45	3.50	.....	3.55	4.03	4.10	4.14	4.16	4.21	.....	.....
	543	.....	.....	.....	.....	.....	.....	4.00	4.10	4.19	.....	.....	.....	.....	.....	.....
	544	4.00	4.07	4.11	.....	4.15	4.20	.....	4.25	4.33	.....	4.40	4.43	.....	4.50	4.55
	540	4.15	4.22	.....	4.25	4.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	4.30	4.37	4.41	.....	4.45	4.50	.....	4.55	5.03	.....	5.10	5.13	.....	5.20	5.25
	540	4.45	4.52	.....	4.55	4.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	5.00	5.07	5.11	.....	5.15	5.20	.....	5.25	5.33	.....	5.40	5.43	.....	5.50	5.55
	540	5.15	5.22	.....	5.25	5.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	5.30	5.37	5.41	.....	5.45	5.50	.....	5.55	6.03	.....	6.09	6.11	.....	6.18	6.22
	540	5.45	5.52	.....	5.55	5.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	542	6.00	6.05	6.10	.....	6.15	6.20	.....	6.24	6.31	6.36	6.39	6.41	6.46	.....	.....
	540	6.15	6.20	.....	6.23	6.27	6.32	.....	.....	.....	.....	.....	.....	.....	.....	.....
	542	6.30	6.35	6.40	.....	6.45	6.50	.....	6.54	7.01	7.06	7.09	7.11	7.16	.....	.....
	544	6.45	6.50	6.55	.....	7.00	7.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
	544	7.00	7.05	7.10	.....	7.15	7.20	.....	.....	.....	.....	.....	.....	.....	.....	.....

along the old 544 (but not all the way to Top Ryde). The old 406 services via Egerton & Vore Sts., once the route 62, acquired the new number 540, and the 543 still runs between Eastwood and West Ryde. In

fact the service has been increased slightly, with an additional run from Eastwood at 12.01 p.m. But there is no corresponding increase off-peak from West Ryde. There is only one bus, leaving West Ryde at

12.37. The old route 87 still survived in 2002, even though it had only a limited service.