



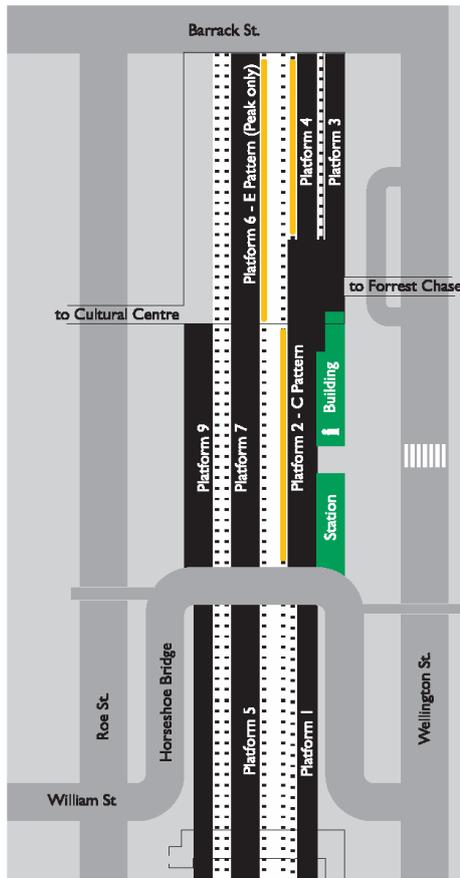
TABLE TALK

September 2005, Number 158

RRP \$2.95

ISSN 1038-3697

Train services from Perth Train Station



Legend

Platform 1	Clarkson Trains	Platform 5	Whitfords Shuttle
Platform 2	Armadale Line C	Platform 6	Armadale Line E
Platform 3	Australind Service	Platform 7	Fremantle Line
Platform 4	Thornlie Line T	Platform 9	Midland Line

Want to know more about Transperth?

InfoLine 13 62 13
 CommentLine 13 16 08
 People with hearing disabilities TTY 9428 1999

Infocentres

Esplanade Busport, Perth Train Station, Plaza Arcade and Wellington Street Bus Station.

As long as your travel ticket is valid, you can use the same ticket to board any Transperth bus, train or ferry service.





Armadale / Thornlie Line

Effective 08/08/05

TIMETABLE

Train timetable only

4/7/05 5:15:30 PM

STATION

Armadale	Maddington
Beckenham	Mclver
Burswood	Oats Street
Cannington	Perth
Carlisle	Queens Park
Challis	Seaforth
Claisebrook	Sherwood
Gosnells	Thornlie
Kelmscott	Victoria Park
Kenwick	Welshpool

NOTE:

Note that Good Friday and Christmas Day operational times may differ to the Public Holiday times shown on this timetable. To enquire about the times for either of these holidays, please call the InfoLine on 136213 or log on to the Transperth website at www.transperth.wa.gov.au

This Transperth service is proudly operated by Transperth Trains



Thornlie Armadale Line.indd 1

To Perth timetable

Weekdays

	Paterson	Armadale	Sherwood	Challis	Keimscott	Seaforth	Gosnells	Maddington	Kenwick	Beckenham	Thornlie	Cannington	Queens Park	Welshpool	Oats Street	Carlisle	Victoria Park	Burswood	Chaisebrook	Mclver	Perth
am	-	-	-	-	-	-	-	-	-	-	5:19	5:23	5:24	5:26	5:28	5:29	5:32	5:34	5:38	5:40	5:42
C	5:11	5:13	5:15	5:17	5:20	5:22	5:25	5:27	5:29	-	5:31	5:31	-	-	5:34	-	-	-	5:42	5:44	5:45
T	-	-	-	-	-	-	-	-	-	5:34	5:38	5:39	5:41	5:43	5:44	5:47	5:49	-	5:53	5:55	5:57
C	5:26	5:28	5:30	5:32	5:35	5:37	5:40	5:42	5:44	-	5:46	5:46	-	-	5:49	-	-	-	5:57	5:59	6:00
T	-	-	-	-	-	-	-	-	-	5:49	5:53	5:54	5:56	5:58	5:59	6:02	6:04	-	6:08	6:10	6:12
C	5:41	5:43	5:45	5:47	5:50	5:52	5:55	5:57	5:59	-	6:01	-	-	6:04	-	-	-	6:12	6:14	6:15	-
T	-	-	-	-	-	-	-	-	-	6:04	6:08	6:09	6:11	6:13	6:14	6:17	6:19	-	6:23	6:25	6:27
C	5:56	5:58	6:00	6:02	6:05	6:07	6:10	6:12	6:14	-	6:16	6:16	6:18	6:19	-	-	-	6:27	6:29	6:30	-
T	-	-	-	-	-	-	-	-	-	6:19	6:23	6:24	6:26	6:28	6:29	6:32	6:34	-	6:38	6:40	6:42
C	6:11	6:13	6:15	6:17	6:20	6:22	6:25	6:27	6:29	-	6:31	-	-	6:34	-	-	-	6:42	6:44	6:45	-
T	-	-	-	-	-	-	-	-	-	6:34	6:38	6:39	6:41	6:43	6:44	6:47	6:49	-	6:53	6:55	6:57
C	6:26	6:28	6:30	6:32	6:35	6:37	6:40	6:42	6:44	-	6:46	-	-	6:49	-	-	-	6:57	6:59	7:00	-
T	6:34	-	-	6:39	-	6:43	6:46	6:48	-	-	6:51	-	-	-	-	-	-	7:00	7:02	7:04	-
C	6:41	6:43	6:45	6:47	6:50	6:52	6:55	6:57	6:59	-	7:01	-	-	7:04	-	-	-	7:12	7:14	7:15	-
T	-	-	-	-	-	-	-	-	-	7:04	7:08	7:09	7:11	7:13	7:14	7:17	7:19	-	7:15	7:17	7:19
C	6:49	6:51	6:53	6:55	6:58	7:01	7:03	-	-	-	7:06	-	-	-	-	-	-	7:15	7:17	7:19	-
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C	6:56	6:58	7:00	7:02	7:05	7:07	7:10	7:12	7:14	-	7:16	-	-	7:19	-	-	-	7:23	7:25	7:27	-
T	7:04	-	-	7:09	-	7:13	7:16	7:18	-	-	7:21	-	-	-	-	-	-	7:30	7:32	7:34	-
C	-	-	-	-	-	-	-	-	-	7:19	7:23	7:24	7:26	7:28	7:29	7:32	7:34	-	7:38	7:40	7:42
T	7:11	7:13	7:15	7:17	7:20	7:22	7:25	7:27	7:29	-	7:31	-	-	7:34	-	-	-	7:42	7:44	7:45	-
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C	8:19	-	-	8:24	-	8:28	8:31	8:33	-	-	8:36	-	-	-	-	-	-	8:45	8:47	8:49	-
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C	-	-	-	-	-	-	-	-	-	8:49	8:53	8:54	8:56	8:58	8:59	9:02	9:04	-	9:08	9:10	9:12
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Then at the following minutes past each hour																					
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T	-	-	-	-	-	-	-	-	-	:34	:38	:39	:41	:43	:44	:47	:49	-	:53	:55	:57
C	:26	:28	:30	:32	:35	:37	:40	:42	:44	-	:46	-	-	:49	-	-	-	:57	:59	:00	-
T	-	-	-	-	-	-	-	-	-	:49	:53	:54	:56	:58	:59	:02	:04	-	:08	:10	:12
C	:41	:43	:45	:47	:50	:52	:55	:57	:59	-	:01	-	-	:04	-	-	-	:12	:14	:15	-
T	-	-	-	-	-	-	-	-	-	:04	:08	:09	:11	:13	:14	:17	:19	-	:23	:25	:27
C	:56	:58	:00	:02	:05	:07	:10	:12	:14	-	:16	-	-	:19	-	-	-	:27	:29	:30	-
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Until																					
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T	-	-	-	-	-	-	-	-	-	4:34	4:38	4:39	4:41	4:43	4:44	4:47	4:49	-	4:53	4:55	4:57
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C	-	-	-	-	-	-	-	-	-	4:49	4:53	4:54	4:56	4:58	4:59	5:02	5:04	-	5:08	5:10	5:12
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T	-	-	-	-	-	-	-	-	-	5:04	5:08	5:09	5:11	5:13	5:14	5:17	5:19	-	5:23	5:25	5:27
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C	-	-	-	-	-	-	-	-	-	5:19	5:23	5:24	5:26	5:28	5:29	5:32	5:34	-	5:38	5:40	5:42
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C	5:19	-	-	5:24	-	5:28	5:31	5:33	-	-	5:36	-	-	-	-	-	-	5:45	5:47	5:49	-
T	-	-	-	-	-	-	-	-	-	5:34	5:38	5:39	5:41	5:43	5:44	5:47	5:49	-	5:53	5:55	5:57
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T	-	-	-	-	-	-	-	-	-	6:04	6:08	6:09	6:11	6:13	6:14	6:17	6:19	-	6:23	6:25	6:27
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T	6:04	-	-	6:09	-	6:13	6:16	6:18	-	-	6:21	-	-	-	-	-	-	6:30	6:32	6:34	-
C	-	-	-	-	-	-	-	-	-	6:19	6:23	6:24	6:26	6:28	6:29	6:32	6:34	-	6:38	6:40	6:42
T	6:11	6:13	6:15	6:17	6:20	6:22	6:25	6:27	6:29												

Front page and page 2: Portion of the public timetable brochure of 8 August 2005 showing the inaugural services on the new Thornlie branch in Perth.

Top Table Talk:

- New suburban rail timetable in greater Sydney area – pages 3, 4 and 5.
- New Thornlie suburban rail line opens in Perth – pages 1, 2 and 5.
- Many new Sydney and NSW country bus timetables have been introduced to coincide with the new train timetable – pages .7 and 8.

Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. [Registration No: A0043673H] as a journal covering recent news items. The AATTC also publishes *The Times* covering historic and general items.

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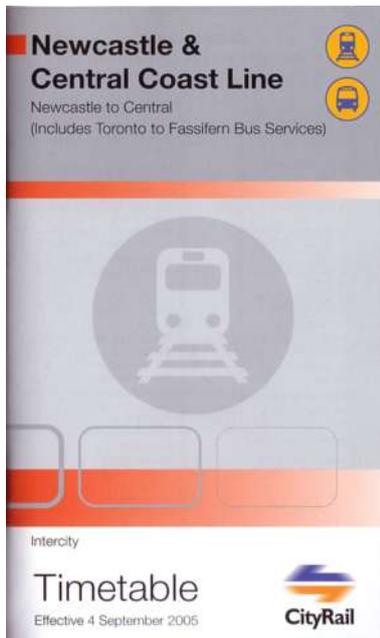
Queensland

Since 3 April 2005 the Saturday departure of **QR's TravelTrain's** northbound *Spirit of the Outback* has operated on an earlier schedule. It leaves Brisbane Roma St five hours and fifteen minutes earlier at 1310. Next day, it terminates at Longreach five hours and ten minutes earlier at 1253. The change means that different scenery can be viewed in each direction. Wednesday's departure from Brisbane remains unchanged at 1825. The southbound runs are also unchanged.

Sydney

Public booklet timetables for the new **CityRail** timetable appear to have been distributed from the week beginning 16 August. In most cases they were available for the asking, but there were

some reports of restricted supply. The Standard Working Timetable was printed and distributed in late June. The content of the SWTT has been altered so that it now consists of 9 sections, an increase of 2. This was achieved by splitting the South Coast from the Illawarra and by splitting South/West lines into an extra section. For the first time, an electronic (PDF) copy of the SWTT appears to be in existence. The RailCorp Country SWTT had reached its 4th version (version 1.2.1) by the 2nd last week of August. There were numerous reports in the media that the Government was preparing for "chaos" or "teething problems" in the first few weeks of the new timetables. One free daily newspaper broke a story that CityRail was placing a "fleet of buses" on standby at inner Sydney area stations as a precaution for the first weeks of operation. CityRail later confirmed the truth of this report.



The new public timetable brochures are:

Suburban:

Airport and East Hills, Bankstown, Eastern Suburbs / Illawarra, Inner West / South / Cumberland, Cumberland (stand alone), West, Olympic Sprint, Carlingford, Northern, North Shore.

Intercity:

South Coast, Southern Highlands, Blue Mountains, Newcastle & Central Coast.

Regional:

Hunter



Amendments correcting errors in the Western, East Hills, Blue Mountains and Southern Highlands brochures have been sighted. They are in the standard Cityrail timetable size. A number of staff only brochures explaining the timetables, as well as a public brochure, were issued.

Highlights (or lowlights) of the new timetable include:

Withdrawal of a further 240 off-peak weekday services in an attempt to make the peak-hour services more reliable.

Further contraction of services on the Cumberland line. This was opened as recently as 1996 at a cost of \$80 millions, and serves an area of western Sydney with a population equal to Adelaide. There are now only two services northbound and three southbound, Mondays to Fridays only. In the morning peak trains leave Campbelltown for Blacktown at 646 (non-stop Wentworthville, Pendle Hill and Toongabbie and extended to Quakers Hill) and 716 (non-stop Casula). In the evening peak, trains depart Blacktown for Campbelltown at 1631, 1702 and 1732 (all non-stop Casula).

Direct services from Central to Olympic Park are still Mondays to Fridays only (the shuttle from Lidcombe operates every day). The service from/to Central is slightly reduced. Trains leave Central at 927, 1027, 1127 and 1227. Trains leave Olympic Park for Central at 1153, 1253 1423, 1454, and 1600. There are no longer regular late night services.

Southern Highlands Endeavour railcar services are generally unchanged as far as Moss Vale, but reduced beyond. Cityrail trains to Goulburn are reduced from four to three. The morning down and afternoon up trains are replaced by buses beyond Moss Vale. The bus takes 85 minutes compared to 57 minutes by stopping train for this portion of the journey. The morning peak Campbelltown-Picton return journey has been replaced by a Campbelltown-Moss Vale return.

The extensions of some weekend Moss Vale trains to Bundanoon survived the July 2004 cutbacks (unlike their weekday counterparts). Now they too have been removed. The weekend Moss Vale-Bundanoon trains do have bus replacements, but these have the worst possible timetables. Instead of the bus replacements running Moss Vale-Bundanoon-Moss Vale in approximately the former train times with direct connections to/from trains, they have been arranged to run Bundanoon-Moss Vale-Bundanoon. This means that connections at Moss Vale vary from 18 to 25 minutes! This is more than the running time for the short journey between these points – a great disincentive to use the service.

In general, Southern Highlands trains do not run through to and from Central, in order to provide paths for suburban trains. But, two each day do so, so that toilets can be decanted. On Mondays to Fridays, through arrivals at Central are at 1009 (the 724 ex Goulburn) and at 1041 (the 837 ex Moss Vale). Through departures leave Goulburn

at 1112 for Moss Vale and at 1546 for Goulburn. On weekends through arrivals at Central are at 856 (the 604 ex Goulburn) and at 1125 (the 922 ex Moss Vale). Through departures depart Central on weekends at 1612 for Moss Vale and at 1725 for Goulburn.

Services on the Eastern Suburbs / Illawarra / South Coast lines are, in general, not affected by the current round of timetable alterations. These will be altered next year after the completion of the Bondi Junction turnback project. (Is this the most expensive siding ever built anywhere in the world?) Draft new timetables for Eastern Suburbs / Illawarra/ South Coast are expected to be released for comment in October.

Coincident with the new RailCorp timetables, a new **Australian Rail Track Corporation**-NSW Standard Working Timetable came into effect on 4 September. Notable new features were the appearance of the correct train operating companies in the column headings (even distinguishing between divisions of Pacific National) and grouping all times in daily "tranches"... i.e. all Monday trains, followed by all Tuesday, etc. This has caused the size of the timetable to balloon out to nearly 550 pages, probably the biggest country WTT ever issued in Australia (not counting past TTs that had masses of supplementary information).

CityRail has also issued two new pamphlets: "Blue Mountains by train 2005" (July 2005). Presumably this replaces the existing "Looking for a Day Out to the Blue Mountains" brochure dated July 2004.

"Welcome to the CityRail network – 2005" a fold out brochure including CityRail network map and Sydney City map.

Some **Countrylink** schedules were affected by the new Cityrail timetable, but the changes are minor. They are:

The overnight XPT from Casino arrives Central five minutes earlier at 708

The day XPT to Melbourne departs Central three minutes later at 746 (but shown as 745 in the public timetables).

Canberra services:

The morning down leaves seven minutes earlier at 658 (just two minutes before the psychologically significant 700) and arrives two earlier at 1121.

The midday down leaves four minutes earlier at 1210 and arrives and arrives one minute earlier at 1629.

The evening down leaves one minute later at 1815 and arrives at the same time of 2231.

The morning up leaves two minutes later at 637 and arrives at the same time as formerly of 1055.

The midday up is unaltered.

The evening up leaves one minute earlier at 1706 and arrives one minute earlier at 2125.

For details of alterations to *Countrylink* bus services, see the item under the bus heading.

Perth

Transperth's 3 km branch from Beckenham to Thornlie opened on Monday 8 August. Trains from Perth to Thornlie stop at all stations on the southeast suburban line to Cannington before proceeding to the one-station branch. These are referred to Stopping pattern T. Off-peak Armadale trains now run with limited stops, known as Stopping pattern C. These stop at Mclver, Claisebrook, Oats Street, Cannington, Beckenham and all stations to Armadale. In peak hours, an even more limited stopping pattern is known as Stopping pattern E. - these trains stop only at Mclver, Claisebrook, Cannington, Kenwick, Maddington, Gosnells, Kelmscott and Armadale. These changes reduce Perth-Armadale running times by up to four minutes.

From 8 August, the Midland line also gained extra morning peak services and daytime Sunday services were increased from 30 minute to 15 minute frequency, in line with Sunday services on other Perth suburban lines.

Peak hour capacity was increased on the Joondalup/Clarkson line. Trains from the Joondalup/Clarkson line no longer run through to the Armadale line. TransPerth states that this is to allow high capacity trains to operate on the Joondalup line, and to allow for the future connection of this line with the Southern Suburbs Railway, now under construction.

In conjunction with these important changes to train services, extensive changes also occurred from the same date for TransPerth bus services – see below.

Auckland

Auckland's commuter train operator, **Connex**, has revealed plans for a revised timetable following complaints about the continued lateness of trains on the Western Line. This will see some new services, including a limited express, some increased services and the ability to run more trains. But this adds to running times. In peak times, trains on longer-run services from Britomart to Waitakere would leave every 35 minutes. They would be in addition to the express services.

Short-run services from New Lynn to Britomart would leave every 15 minutes at peak times. Track crossings in the bottle-necked, single-track sections would be changed so multiple trains travelling in the peak direction could pass. But this will result in two counter-peak services being held at Henderson for between 8 to 12 minutes. Fourteen additional locomotive-hauled trains will be running this year. Present timetable running times of 54 minutes between Britomart and Waitakere were never kept because the track system did not allow it. The expresses would

achieve a run of 50 minutes from Waitakere to Britomart. Timetable changes will not remove delays from system failures and sections of the line that were still single track would limit recovery from delays because of speed restrictions. The revised timetable reflects a more realistic expectation of what the equipment could do. A \$NZ10.7 million transport interchange at Henderson is scheduled to open in June 2006.



Tram/ Light Rail

Melbourne

Yarra Tram's latest route 55, 57, 59 & 82 timetables commenced on 7 August. Only limited stocks of the 82 timetable have been made available, due to a error on the cover that claimed it operates "via Essendon".

The destinations shown on the covers are:

55: West Coburg to Domain Interchange via William St

57: West Maribyrnong to City via North Melbourne

59: Airport West to City via Essendon

82: Moonee Ponds to Footscray via Essendon (incorrect)

Adelaide

The Glenelg line was closed from Sunday 5 June to Sunday 7 August for reconstruction of the open

ballast section (the majority of the line). During this period, substitute bus services were provided.

The main route was from Victoria Square to Glenelg on a 20 minute frequency (12 minutes in peaks) from 500 to 2340 weekdays, 700-2400 Saturdays and 900-2320 Sundays.

A minibus shuttle operated by a private operator and TransAdelaide operated between stops 6 and 12 from 700 to 1900 daily.

These services were publicised by an A3 full colour brochure with map and timetables and information on TransAdelaide and Adelaide Metro websites. 7000 brochures were delivered to neighbourhood households.



Bus

Sydney

Pleasure Tours ceased operation after 10 July, when their two routes, 446 Roselands-Earlwood-Kogarah and 447 Greenacre-Lakemba-Roselands-Belmore, were transferred to

Punchbowl Bus Co.

It is believed that from either Saturday 24 or Monday 26 September the ex **Harris Park** routes will be split between **Westbus/Glenorie** on the one hand and the **STA** on the other hand with routes 620, 625, 626, 627 and 630 going to Westbus/Glenorie and routes 623, 624, 628 and 629 going to the STA.

Sydney Buses extended the city end of routes 412 and 413 from Town Hall to King Street Wharf from 17 July. As well as providing easier access for these passengers to George St, this adds a new service for ferry passengers

New **Sydney Buses** printed timetables dated July 2005 are for routes:

191/2/3, version 2

200, v.4

267, v.4

309/310, v. 3

339, v.6

343/4/5, v. 5

353, v.6

371/2/3, v. 6

391/2, v.5

393/4/9, v.5

395/6/7, v. 6

400-410, v. 6

409, v.3

443, v. 4

492/494/499, v.6.

And dated August for routes:

357/359, v. 8

518/X18, v.5

And website timetables for routes

180/L80, v2, effective August 2004 (should read Aug 05), and

474/6/7, v6, effective August 2005 (also with updated map showing change of 477 route between Kogarah and Rockdale).

A new Eastern Suburbs Guide dated April 2005 has also been issued.

Commencing 14 August, **Sydney Buses** introduced new timetables on route 400 Burwood-Campsie-Rockdale-Airport-Pagewood-Randwick-Bondi Junction and route 410 Rockdale-Mascot-Pagewood-Randwick-Bondi Junction. The aim is to improve reliability by reflecting current operating conditions. The first bus will leave 1-5 minutes earlier (depending on the day) and the last bus 10-15 minutes later, and minor modifications to running times.

Also on 14 August new timetables were introduced on other routes to the South eastern suburbs:

- 339 City-Clovelly,
- 343 City-Kingsford,
- 372 to 377 City to Coogee and Maroubra via Alison Road,
- 309 and 319 City to Port Botany and East Gardens via Botany Road and
- 391 to 399 City to La Parouse and Maroubra via Anzac Parade and Bunnerong Road.

Even on 13 August the Sydney Buses site displayed, under the PDF tables, the old timetables. The new ones had to be accessed under NEWS.

There is an apparent large reduction in the number of accessible buses listed under both 400/410 and 309/310 - down to gaps of up to 90 minutes on week-days on the latter services. Rather remarkably there also appears to be a major error in the 309/310 PDF in that no accessible buses are shown on the 310 at all on Sundays, however observation suggests that this may be an error in the timetable compilation.

A Sydney Buses brochure states "Due to Cross City Tunnel there will be route changes to Victoria Rd buses from 29 August 2005" The city-bound route is changing and the citybound Bathurst St bus stop is replaced by a stop in Druitt St. This stop is listed as being 'On Trial'.

The brochure is a glossy DL from Sydney Buses but without any code.

The large **Westbus** company as well as associated **Glenorie** and **Blue Ribbon** have been acquired by a consortium consisting of Cabcharge Australia and Singapore-based passenger land transport company ComfortDelGro taking effect towards the end of September 2005.

Baxters will commence new timetables from 5 September in conjunction with the new train timetables. Their website states "We've also taken this opportunity to enhance services traveling throughout the Holroyd area with the assistance of customer feedback, surveys and patronage data including adding Route 811, 813 and 815 services to the new Nelsons Ridge Estate."

Shorelink has just released a new website created by Transit Graphics which includes the new timetables to commence on 5 September for all routes except 594. The new website does not contain the index with the latest date for each timetable and even the timetables themselves do not appear to contain a date. However the dates will be reintroduced on the website from September.

A full list of the new Shorelink timetables commencing 5 September 2005 is:

- * 556 East Killara
- * 558 East Lindfield
- * 560 West Pymble and Macquarie
- * 565 West Lindfield and Macquarie
- * 571 South Turramurra
- * 573 Fox Valley
- * 574 Hornsby Hospital
- * 575/576 North Wahroonga
- * 577 North Turramurra
- * 579 East Turramurra
- * 582 Gordon and St Ives
- * 587 Westleigh
- * 588 Normanhurst West
- * SanLink 589 Thornleigh
- * 590 Chatswood - Turramurra
- * 592 Mooney Mooney
- * 593/595 Mount Colah
- * 596 Hornsby Heights
- * 597 Berowra

New South Wales

New **Countrylink** schedules were issued effective from 4 September 2005, as mentioned above under the Rail heading. There is only one significant series of changes to bus schedules. Most services south of Canberra (operated for Countrylink by **Transborder**) now operate via the Canberra Hospital and the John James Hospital in Canberra. People visiting Canberra for medical appointments are a significant source of patronage on these routes. The change does, however, involve significant additions to the running times. The 720 Mon/Wed/Fri/Sun bus from Eden has been altered to depart at 650 and run correspondingly earlier throughout. After running via the Hospitals, it arrives Canberra Station and Canberra Jolimont Bus Terminal at the same times as hitherto. The 1050 Tue/Thur/Sat departure from Eden is not altered

and does not run via the Hospitals. The 1650 departure from Canberra Jolimont (1715 ex Canberra Station) runs via the Hospitals and consequently is timetabled into Eden 30 minutes later than hitherto at 2149. The 830 Mon/Wed/Fri bus from Bombala to Canberra also now runs via the Hospitals, but in this case the alteration is absorbed into the running times with arrivals at Canberra Station and Jolimont Centre unchanged. The return working to Bombala (1155 ex Jolimont, 1215 ex the Station) does not operate via the Hospitals.

The **Countrylink** public timetable brochure still includes details of **Transborder's** daily Canberra-Thredbo and return service. This is even though it is not easily accessible on the Countrylink reservations system and through fares do not apply. The Countrylink timetable does, however, avoid mentioning that the Thredbo-Canberra service connects with the evening up train at Queanbeyan station!

Red Bus Service, The Entrance will also be introducing new timetables to co-ordinate with the new train timetables, from Saturday 10 Sept.

Melbourne

Cardinia Transit

Orange Metlink bus timetables from 1 August:
All Buses route 838 Emerald – Fountain Gate diverted via Berwick Railway Station (They no longer run via Beaconsfield Railway Station).
The 635 from Emerald to Beaconsfield extends to Berwick R/S and Fountain Gate arriving at 714.
The 1640 Beaconsfield - Emerald now originates from Berwick R,S.(not Beaconsfield R.S.).
The 1300 route 842 Fountain Gate to Endeavour Hills departs 5 minutes later at 1305 arrives Endeavour Hills at 1322.
There are mistakes with regard to route 695 connections to and from Gembrook. The 1235 Fountain Gate to Emerald arrives at 1317 to connect the route 695 to Gembrook at 1325 is incorrect. The next bus from Emerald to Gembrook is at 1418 (shows new route 695 bus timetables dated 29 July, 2005) and the 1010 and 1220 from Emerald to Fountain Gate connections route 695 from Gembrook at 1005 & 1215 are also incorrect. The bus from Gembrook arrives Emerald at 935 to connect to the 1010 and at 1156 to connect at 1210 from Emerald to Fountain Gate.
New timetables now available from Cardinia Transit Buses.

Grendas Bus, Moorabbin Transit & Cardinia Transit. Routes 826/827/828 timetables reprinted dated 1 August, 2005. The changes are:
The 1615 & 1715 Beaconsfield to Pakenham and extra bus departs Beaconsfield to Pakenham at 1815. Buses arrive Pakenham 5 minutes later at

1635, 1735 & 1835, The 1635 and 1742 Pakenham to Duncan Drive buses depart at 1640 & 1740 and an extra bus departs Pakenham to Duncan Drive at 1840.
These are still in orange and white format (Not yet in Metlink format) and still no mention of Cardinia Transit on the new timetable.

East West Bus (Dysons Bus).

Route 571 Sth Morang - Epping - Campbellfield (Trainlink) timetables had been reprinted dated 28h February, 2005.
It is still in black, red & white format.

Dysons will commence a new 562 (Greensborough - Whittlesea) timetable as of Monday 8 August 2005. It features additional services during both morning & afternoon peaks between Greensborough & Mernda.
Route 562 Humevale-Whittlesea-Mernda-Greensborough bus timetable dated 29 August, 2005. New look Dysons format (light green, blue & white), photograph of Scania L94 with Volgren bodies and new look Dysons logo says: "Dysons - Getting you there". (Not Metlink format) and a route map in old Dysons style. It shows extra buses from Mernda to Greensborough: two am trips (both directions) and three pm trips (also both directions) Monday to Friday only. There are no weekend changes.
The new 562 timetable advises there is "No Public Holiday timetable" despite Dysons introducing public holiday services as of Easter 2005. As well the rail connections aren't updated in the southbound weekday timetable.

Dysons have reprinted the 566 (Northland - Lalor) timetable effective 31 January 2005 into the new Dysons format. There are no changes to times. Sunday service 569 (Epping - Greensborough) information hasn't been updated to show it now runs public holidays.

The latest timetable for the **Sunbus Avalon Airport Shuttle** is effective 1 to 31 August 2005.

Ventura's timetable 23, for Route 753 (Bayswater - Glen Waverley) & Route 745 (Bayswater - Wantirna PS / Knox - Bayswater), dated 24 July 2005.

The 745 timetable shows 745A trips departing Knox City at 930 & Bayswater at 945. While these were included in the last known printed timetable (6/11/95), Ventura discontinued both trips in April 2001 when 753 was extended to Bayswater. These trips aren't shown on Ventura's website. A few other minor mistakes (1530 ex Bayswater on weekdays not marked "W" and 753 map doesn't reflect minor route changes made in mid 2003)

Other new Ventura timetables are:
688 Croydon-Olinda 25 July 2005 (Timetable 26)

689 Croydon-Montrose 18 August (Timetable 31)
Metlink format – no timetable change.
690 Croydon-Boronia (Timetable 32 in Metlink
format dated 18 August, no time changes)
734 Glen Iris-Glen Waverley (Timetable 33)
737 Croydon-Monash University 24 July 2005
(Timetable 22)
735 Box Hill - Blackburn South (Timetable 24)
742 Eastland - Chadstone (Timetable 29)
754 Stud Park - Glen Waverley (Timetable 30)
767 Box Hill - Southland (Timetable 25)

A simple A4 notice notifies changes to **Moorabbin Transit** Route 705 (Mordialloc - Springvale) at Springvale commencing 22/8/05. The terminus will now be located besides Springvale Station in Lightwood Rd. The bus will then turn around via Lightwood Rd, Elm Gr, Ash Gr, View Rd, Lightwood Rd & Queens Av. Included on the notice is a hand-drawn map showing the altered route. It is unknown if a new timetable will be issued

Invicta

Route 665 Dandenong - Ringwood Sunday timetable: As of 31 July, buses on all Sunday trips towards Ringwood will now depart Brady Rd at 15 past the hour rather than 20 past and Stud Park at 25 past instead of 27 past.

McKenzies Bus

Route 685 Lilydale – Healesville: A new services commenced on Friday 29 July, leaving Chirnside Park on Friday and Saturday nights at 2115 to Healesville. This is to allow late night shopping and access to Reading Cinemas.

McKenzie's 20 page booklet TT dated July 2005 is in Metlink format. It covers routes 684, 685, 686 & 687.

Sita Coaches

Routes no. 402 Footscray - East Melbourne 471 Williamstown-Sunshine and 472 Williamstown – Footscray - Moonee Ponds timetables have been reissued dated July 2005 in orange Metlink style.

US Buslines

A new timetable for routes 695 and 695F Belgrave-Gembrook and Fountain Gate is dated 29 July and available from US busline depot in Belgrave and from buses. The **Orange Metlink** bus timetable is the same as Routes 578/579/581.

The Tuesday only Dandenong Market service departs Belgrave at 920 arriving Dandenong Market at 1000 and departs Dandenong Market in King St at 1353 arriving Belgrave at 1436. Buses connect to and from Gembrook at Emerald.

Route 695F Gembrook to Fountains Gate operates Friday Night and all day Saturday from Gembrook via Belgrave-Gembrook Rd, McBride St, Bailey Rd, Beaconsfield-Emerald Rd, Stoney Creek Rd, Beacons-Emerald Rd, Princes Hwy, Narre Warren Nth Rd and Overland Dr to and from Fountain Gate Shopping Centre.

The Friday Evening departs Gembrook at 1620, 1740 and 1945 and Fountain Gate at 1702, 1907 & 2115. The 2115 from Fountain Gate to Gembrook continues to Belgrave at 2153 arriving Belgrave at 2223 Friday night only.

All Route 695 Belgrave to Gembrook operate from Belgrave - Gembrook - Fountain Gate all day on Saturday.

Martyrs Bus

A route 683 Chirnside Park - Warburton bus timetable is dated 29th July, 2005. It is a photocopied A4 fold out sheet of paper (not Metlink). Route map is still Metlink.

The 650 Warburton - Chirnside Park departs 5 minutes earlier at 645 to Lilydale Station at 742 arriving Chirnside Park at 752 effective some months ago.

There will be an extra bus from Chirnside Park to Warburton on Friday and Saturday nights from 29 July, departing Warburton 2030 arriving Chirnside Park at 2125 and departing Chirnside Park at 2125 arriving Warburton at 2220.

An extension trial to Warburton East (Whitegum Drive) commenced 1 August. It operates four return trips per day Mondays to Fridays and two return trips on Saturdays. The service is on trial for six months. The timetable is a fold out A4 photocopy sheet of paper with no route map.

More details at www.martyrs.com.au.

McHarry's Bus, Geelong, will introduce new timetables from Monday 5 September 2005 on several services.

Bellarine Peninsula:

Torquay & Grovedale Routes 70, 71, (72, 73 & 74 new routes).

Queenscliff & Ocean Grove / Barwon Heads
St Leonards, Portarlington, Drysdale & Cross Peninsula

Whittington & St Albans Park (Routes 60 to 69 Geelong Area)

More info at

<http://www.mcharrys.com.au/NewTimetable050905.htm>

Photocopies of A4 timetables are only available from McHarry's buses.

Victoria

Hoy's commenced downsizing operations with the sale of their of their V/Line Adelaide – Albury Speedlink operations to **Dysons** on 1 August 2004 with both current vehicles transferred. The other V/Line coach and the one rail service (Melbourne-Shepparton) contract were returned to V/Line during 2004. Excess vehicles have now been sold to other operators

A service from Colac to Alvie is shown on the Metlink site as operated by **Cole's Coaches** with an AM/PM return service geared around school times. This only operates on weekdays. The timetable is dated 2.1.1999.

Little Gippsland Coaches' Sale to Loch Sport route was upgraded to include an extra bus service, more time in Sale and a better timetable from 30 May 2005. It now runs on Mondays in addition to Wednesdays and Fridays. The timetable was also altered to allow over five hours in Sale. The service departs Loch Sport at 1000 and runs via Golden Beach, Paradise Beach and Longport, arriving Sale at 1120. The return service departs Sale at 1625, arriving Loch Sport at 1745.

Queensland

Saturday bus services operated by **Stewart and Sons** linking **Bundaberg** with the beachside communities of Moore Park, Innes Park, Coral Cove and Elliott Heads were increased from July 2.

The new service extends the current Stewarts weekday services and provides each of the communities with two return services on Saturdays. The new Saturday service departs Innes Park at 830 and 1220, then does a loop through Coral Cove and Elliott Heads before travelling to the city via Kepnock. It departs the city at 945 and 1400, to loop through Moore Park before returning to the city

This is the first of a number of improvements in Bundaberg, and between Bundaberg and beachside communities, being introduced in coming months. The improvements include a \$250,000 improvement package awarded to **Duffy's City Bus**, which will fund increased services in Bundaberg, and between Bundaberg and Bargara in the near future.

Major improvements were made to **Gladstone** bus routes from 8 August. The total distance travelled by the Gladstone bus fleet will increase by 15,000 km. to 200,000 km. **Buslink Queensland's** routes 5, 8, 9 and 10 will provide a more effective and streamlined spread of services across the city.

Route 9 was extended to the Millennium Esplanade on the Tannum Sands seaside, providing a city to beach service for residents and tourists every day, including school holidays.

Route 5 was extended through Trees Estate to the Village Life Complex and Emmadale Park. This change improves safety for passengers - they'll be able to board the bus without having to cross the road.

Route 8 has been extended to include the Toolooa Estate, but will no longer travel to the Marina as adequate Marina services are provided by Route 4.

Route 10, previously known as the Marina Loop, will drop three of its four services from the Valley to the Marina. The 1053, 1227 and 1401 services duplicate Route 4 services and are no longer required. Route 10 will now commence its only service from the railway station at 837. (Route 4 will continue to provide services to passengers travelling to the Marina).

Adelaide

TransAdelaide doubled frequencies from 6 June on routes 750 and 751 serving McLaren Vale, Sellicks Beach, Aldinga, Willunga, Seaford and Hackham.

Perth

In conjunction with the important changes to Perth train schedules referred to above, extensive changes have also occurred to **TransPerth** bus timetables from 8 August.

Route extensions: South routes 133, 135, South Eastern 228, 229, 781

Increased services: South 137, East 294, South East 555, North 481, 482, 483,

Route changes: South 193, East 410, 411, 791

New routes: South Eastern 214, 215, 224, 882.

Route deletions: South Eastern 234 (replaced by 214 & 228), 235 (replaced by 231 & 232), 722 (replaced by 214 & 228), 723 (replaced by 223 & 883), 885 (replaced by 215 & 781).

Time changes on East route 36, 296, 299.

South 134, 136, 138, 139, 182, 183, 186, 187, 188, 189, 194.

South Eastern 202, 203, 210, 211, 212, 228, 229, 230, 231, 232, 240, 241, 243, 244, 245, 250, 251, 252, 253, 254,.

North: 344, 352, 390, 400, 408, 412, 413, 414, 421, 423, 424, 425, 426, 427, 435, 441, 442, 443, 444, 445, 446, 447, 449, 452, 455, 456, 457, 458, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469,

470, 471, 472, 473, 474, 490, 786, 794, 880, 883, 884.

West 184, 185.



Qantas has replaced many of its TransTasman routes with services by its low-cost subsidiary **Jetstar**. Qantas and Jetstar will both operate services between Christchurch and Sydney, with Jetstar offering 10 A320 return services on the route, and Qantas initially operating nine two-class Boeing 767 return flights a week for the peak school holiday season, moving to a daily service from February 2006. Jetstar will operate nine return services a week between Melbourne and Christchurch - replacing current daily Boeing 737 services operated by Qantas - and daily services between Brisbane and Christchurch, replacing Qantas' daily Boeing 737 services.

Qantas will continue to provide the majority of Qantas Group capacity on the Tasman - including the new year-round weekly services between Sydney and Queenstown from 1 October 2005.

A new route between the Gold Coast and Christchurch will be operated by Jetstar with A320s twice a week offering more than 350 seats each week in each direction.

Qantas will inaugurate direct flights from Sydney to Beijing from 9 January 2006. Sydney-Shanghai flights will increase from the present Mondays, Wednesdays and Fridays to four times a week from November 2005.

Qantas will return to flying to San Francisco from 29 March 2006, taking the total number of Qantas return services to mainland USA to a record 39 flights a week.

Qantas will initially operate three non-stop weekly services on the Sydney-San Francisco route, operating three-class Boeing 747-400 aircraft fitted with Business Class Skybeds. Launch fares will start at \$1299 return including taxes and charges.

Qantas would also introduce its own services to Vancouver, Canada, via San Francisco during the peak travel seasons from June 2006, initially during peak travel periods, including the North American ski season. This is a first step to establishing year round services to Canada. Qantas flights to San Francisco will depart from Sydney at 1325 on Wednesdays, Fridays and

Sundays. They will arrive in San Francisco at 945 on the same day, and then depart San Francisco that night at 2300, arriving back in Sydney at 635 two days later.

Qantas denied that the new services are aimed at suppressing criticisms, particularly from Singapore Airlines, that the heavily-protected trans-Pacific route in need of more capacity and competition. At present only Qantas and United Airlines fly from Australia to the US.

Virgin Blue disclosed on 10 August that it is in talks with several international carriers about possible code-share alliances. It is talking to carriers that want access to the Australian domestic market as part of its strategy to gain market share from Qantas.

Qatar Airways has indicated an intention to fly to Melbourne by the end of 2005.

Sri Lankan Airlines is now code-sharing with **Emirates** on Sydney-Bangkok and Melbourne/Brisbane – Singapore services.

Lan Chile will increase its weekly flights from Australia to Santiago from 4 to 5 in November 2005, to 6 in November 2006 and to 7 (ie, daily) in November 2007.

Skywest Airlines has won a Western Australian government contract to operate regional air services in the state's mid west and Gascoyne areas.

The airline has exclusive rights to fly the "coastal network" which covers Albany, Carnarvon, Esperance, Exmouth, Geraldton, Kalbarri and Shark Bay (Monkey Mia) for at least three years. Skywest, which already serves all those airports except Kalbarri and Shark Bay, can extend the contract for a further two years.

Rival airline **Skippers Aviation** has won the contract for the northern goldfields region which covers Leonora, Leinster, Laverton, Wiluna, Meekatharra, Mt Magnet and Geraldton.

Sydney

The **Manly** ferry service continued to be plagued by timetable disruptions in July and August.

One of the *Collaroy's* engines imploded and caught fire in late July, narrowly averting a fatality, according to the fire brigade chief and Manly Wharf ferry staff. Main damage was apparently to the crankcase. This was reportedly still being assessed as to whether it was repairable at the end of August.

The temporary timetable referred to in the two previous issues of *Table Talk* was reintroduced for about two weeks until the *Freshwater*, newly returned from a re-fit in Brisbane, could be got back on the run. Breakdowns of other ferries and Jet-Cats continued to occur for periods of up to a week even after this. Buses and jet-cats replaced the missing ferries during these disruptions, but it did not appear that the emergency timetable was re-introduced.

The rostering dispute that had led Sydney Ferries to permanently cancel one evening return trip and replace it with a bus/Jet-cat combination, lasted only a few days, after which normal service was restored. Ferries are frequently seen apparently adrift and powerless in the Harbour in the early morning (mostly Mondays), but it is not known whether this is a problem or a planned operational occurrence-Sydney Ferries is reportedly conducting regular anti-terrorism drills.

This month is officially the 150th anniversary of the Manly ferry run. The Manly Art Gallery has been running an exhibition for this for several

A Short Note...

Your Acting Editor has enjoyed editing this issue. Contributions for remaining issues for 2005 should again now be sent to Duncan MacAuslan at dmacaus1@bigpond.net.au or 19 Ellen Street, Rozelle NSW 2039.

At the time of writing, the position of editor for 2006 was unfilled. Please consider!

months, finishing in October. The display includes many old timetables and guidebooks, dating back to the 1870s.

Melbourne

There is a Dec 2004 edition of the timetable for **Williamstown Ferries** service from Williamstown to Southgate & St Kilda. The Williamstown-Southgate service operates hourly or half-hourly during the day, every day. The Williamstown-St Kilda operates hourly on weekend only. In addition, the company operates a Williamstown Harbour Cruise every 30 minutes.

Tasmania

TT line has reissued their information brochure cum timetable under the somewhat unusual title "2005 EDITION, VOL III General information, passenger fares and vehicle rates. Fares effective 1 August 2005 – 30 June 2006....ONE OF AUSTRALIA'S GREAT JOURNEYS....SPIRIT OF TASMANIA": Nowhere is the name of the operator given.

The Melbourne/Devonport route is shown as operating every night in each direction, depart 2100, arrive 700. In addition "Day sailings will operate during periods of high demand" ie, dates are not given (dp 900, ar 1900 in each direction). The Sydney/Devonport route is once weekly from 30 May to 2 September 2005 (Devonport dp Sat 1300, Sydney ar Sun 1100, Sydney dp Sun 1400, Devonport ar Mon 1200). From 3 Sept to 13 Dec 2005 and 21 Jan to 30 April 2006 this increases to twice weekly on slightly different times, and from 17 Dec 2005 to 19 Jan 2006 thrice weekly.

Finally, I can't resist including this: Anyone who has ever thought about the possibility of early retirement, should consider the story of Les Dion of **Dion's Bus Service** in Wollongong's northern suburbs. At the age of 85, he has decided to retire from driving buses after 70 years of this work. As for his retirement activity, he says he will now ride buses as a passenger.