



THE LONDON BUS
The monthly newsletter of the
London Omnibus Traction Society
website at www.lots.org.uk



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Note that personnel and advertisers' names and addresses have been removed. Note that the formatting has been changed for this sample for easy screen viewing, the actual issue of TLB is on 40-pages A5 size.

Managing Editor: I finalise the newsletter, deal with the photographs and miscellaneous items in TLBs such as Society Matters, Appeals & Adverts, notification of Publications and Events.

Our principal services are centred on the **LOTS general office** at Unit N305 Vox Studios, 1-45 Durham Street, Vauxhall, London SE11 5JH. **If you need to contact us:** see website

Membership and Subscription Information: see website

Other specialist services: Please include a stamped self-addressed envelope if you want a reply.

LBM (London Bus Magazine): Write via our Vauxhall address, mark envelope for 'LBM Editor'.

LOTS Members Information Service - see website and TLBs

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LOTS Meetings and Events

Society Meetings: At Conway Hall, Red Lion Square, Holborn, London WC1. Doors open from 6pm. sales stand from 6.30pm, event begins at 7.30 and is finished by 10pm. There is no charge. Visitors are welcome, especially from other societies or if you buy something or join as a new member.

Monday 19 October: Fred Ivey, slide show: LT 1977 to 1989. On this date only and due to an earlier event, we only have the hall from 6.45pm, NOT 6pm as would be usual.

Monday 23 November: John Parkin, London Buses and Provincial Trolleybuses in their working environment from late 1960s onward.

Monday 21 December: Russell Young, Operators from AtoZ in England and Wales.

The 2015 ATS is booked at the RAF Museum at Colindale London NW9 once again, on Saturday 14th November. Potential stall-holders can reserve their places now if they wish. E-mail to southmet@hotmail.com or by post to our 'ATS Organiser' at our Vauxhall address (see page 1).

Publications

Please address your orders to LOTS Postal Sales, Unit N305 Westminster Business Square, 1-45 Durham Street, Vauxhall, London SE11 5JH. Make sure that the 'Postal Sales' name is included prominently, so we can give the order the best attention. An updated Sales List was included with TLB608. You can use this list to order, or a letter is perfectly acceptable, and so is the Sales List printed off from our website. In each case, please don't staple cheques to the form – they really won't get lost by us but might be when the banks try to process them electronically!

New and Recent publications:

LOTS LBM173 London Bus Magazine Autumn 2015: **new (£5.00).** Principal features are: 'Looping the Loop' by Malc McDonald, 40 pictures of circular London routes from late 60s to late 90s; 'Virtual Red Rover in 1965' by Bob Saxby and M.E.Papes, 40 pictures of routes in a clockwise circuit around E/S/W/N/E London; 'Preserving London's Transport Heritage' by Barry Le Jeune, based on his talk at the April 2015 LOTS Meeting.

SUP-37AA – London's Buses & Trams – Route Working Index 5th Sept 2015 (£3.50) **NEW**

SUP-24G – London Transport Service Vehicles, current fleet August 2015 (£4.00) **NEW**

The LOTS London Bus and Tram Fleetbook 2015 (£6.50).

The LOTS London Bus Review of 2014 (£10.00).

SUP-36FF – London's Major Bus Operators, Fleet Allocations March 2015 (£3.50).

LOTS LBM172 London Bus Magazine Summer 2015 (£5.00). Principal articles are 'The LLWs and SLWs' by Matthew Wharmby and 'London's Mobility Bus Routes' by Ian Taylor.

Note: A new edition of SUP-36 (36GG) is being planned, to be first on sale at AtS on 14th November,

Privatising London's Buses by Roger Torode (Capital Transport) (£35.00) **NEW.**

Coming Events

These are publicised as a service to the readership; LOTS has neither any involvement nor responsibility for any event noted. Many events have admission fees, I have included them where they have advised, you should check with organisers or websites before attending if costs worry you. We usually confine this listing to events with an expected London bus interest or within easy reach of London. Full national event lists can be found in the April issue each year of 'Buses' magazine and at <http://www.classicbuses.co.uk/buses/events.html> Our website is regularly updated with other events.

Sun.18Oct: London (Cobham) Bus Museum's 'Transport-2015' with a 1930s theme at Brooklands. Open 10:00-17:00, normal admission fees apply.

Sat.24Oct: Romford area 'Mini'- Running Day approx 9am-5pm, using non-standard and heritage buses on TfL routes, planned to be mainly on the 103(am), 175 and 294 (pm) and with some peak-time trips on the 86, into Romford (am), back to Stratford (pm). We hope to put the times on LOTS website a few days before the event once vehicle attendees are confirmed.

Thurs.29Oct: Subject to the usual availability of bus and staff, Sir Peter Hendy's RM 1005 is to operate on Abellio route C2, with donations expected in support of the British Legion's Poppy Appeal. Departures from Victoria. Grosvenor Gardens stop at 08:24, 10:49, 13:14, 15:47 and return from Parliament Hill Fields at 09:27, 11:54, 14:32, 16:54 to Victoria Bus Station.

Sat.07Nov: NLETE, Transport Fair at Christ Church Hall, St. Albans Road, Barnet, EN5 4LA. Up to thirty sales stalls, close to The Spires bus terminus, or 15mins from Barnet Church bus stops. Open 11:00 – 15:00, admission £2 (acc. children free).

Sat.14Nov: LOTS ATS at RAF Museum, Colindale, London NW9, see leaflet with this TLB.

Sat.05Dec: Ensignbus vintage bus running day, similar to 2014: X55 Upminster- Lakeside- Bluewater- Gravesend; X81 Shenfield- Brentwood- Lakeside- Grays and X86 Brentwood- Upminster.

Sat.12Dec: The Routemaster Association is planning a commemorative road run over route 159 on the 10th anniversary of its conversion from Routemaster.

Sat.12Dec: NLETE, Transport Bazaar at St Paul's Centre, 102 Church Street, Enfield EN2 6AR. The Centre is a converted church, at the junction of Church Street, Chase Side and Windmill Hill just west of Enfield Town and very close to Enfield Chase Station. Up to forty sales stalls, open 11:00 – 14:30. Admission £3 (acc. children free). No public car parking at the centre.

LOTS Autumn Transport Spectacular

Our 2015 Autumn Transport Spectacular will be on Saturday 14th November in the Royal Air Force Museum at Colindale, London NW9. Open 1000-1530, admission £3.00 to all. There are two halls, some stands are in the Halton Gallery, through which ALL visitors must pass and pay the entry price; most other stands are in the Dermot Boyle Wing but entry is ONLY by ticket pre-bought at the Halton Gallery. The aircraft museum itself is free entry but we must charge for our event to cover the substantial hire and administration costs.

Bookings for stands or more tables are now closed, although we will take late enquiries on a standby basis only. All queries by e-mail to southmet@hotmail.com or write to our office address at LOTS, Unit N305 Westminster Business Square, 1-45 Durham Street, Vauxhall, London SE11 5JH, clearly marking your envelope 'ATS Organiser'.

How to get there: By public transport take the Northern line (Edgware branch) to Colindale then bus 303 or a 10-minute walk; Thameslink trains to Mill Hill Broadway then bus 303 or a 15-minute walk. The 303 stops at the Museum gate while buses 186 and 204 stop nearby in Lanacre Avenue (at Cherry Close) then about 5 mins walk to the Museum. There is limited car parking on site (£2.50 for 3 hours, £3.50 for 6 hours). If going by train, always watch for weekend engineering works.

Note: Visitors and stewards will be issued with green wristbands as identifiers for entry, please wear these to avoid us having to keep stopping you at the doors.

GENERAL and INDUSTRY NEWS

TfL, London Buses and the Mayor

New Routemasters to have opening windows fitted. Having resisted calls since the type was introduced, TfL has now agreed to retrofit opening windows and include them as standard on future deliveries. There will be six on the upper deck and two downstairs at a reported total cost of £2 million. Leon Daniels, Managing Director Surface Transport has also confirmed that a new shorter version of the New Routemaster with a higher capacity is being developed. This will presumably require compromises on the number of doors or staircases.

A New 'London style' Enviro 400H MMC hybrid from ADL was launched at the Bus & Coach Live show at the National Exhibition Centre on 30 September. The revised styling incorporates a shallower upper deck front window (said to reduce heat and glare), a new windscreen based on the Enviro 200 MMC design (see front cover of TLB612) and a glazed staircase in similar fashion to the LT class. The upper deck windows remain the same depth as the lower deck and there are opening windows to complement the temperature control system, two on each side on each deck. This development has surprised many in the industry, given the launch of the MMC range just a year ago. The styling is said to have been developed in collaboration with TfL to produce a 'London look'

Dubbed 'Enviro400H City', it is to the standard length of 10.4m with standard Cummins 4.5 litre Euro-VI engine plus BAe Systems hybrid 'gubbins'. The Show vehicle displayed Arriva fleetnames but was actually an ADL demonstrator that will be used by Arriva for type training. The first production batch of this type will be the nineteen due for Arriva route 78. Internally, it features a new 'TfL' patterned red seat moquette, a design which is a cross between that on the LTs and the original RM and features TfL roundels. Interior panelling is 'Routemaster maroon', there are gold handrails, both features pioneered on the NBfL/NRM. ADL's 'MMC' features are continued such as the 'quick release glass' and 'no rattles' plus the 'square-case' stair arrangement that allows a larger wheelchair bay and the seat layout of 41/25, also the To compare it with an LT, its 10.4m length and low unladen weight of 11549kg allows a total of 90 passengers, whereas the LT is 11.3m, ULW of 12400kg and limited to 81 passengers.

Mike Brown MVO has been appointed Commissioner of Transport for London replacing Sir Peter Hendy who left in July to become Chairman of Network Rail. He has been covering the post on an interim basis since then. Mike Brown has spent most of his career at London Underground where he was General Manager of the Metropolitan line before becoming Chief Operating Officer in 2003. He left briefly in 2008 to become Managing Director of Heathrow Airport following the chaotic opening of Terminal 5. Having smoothed that problem out, he returned to the fold two years later as Managing Director of London Underground and Rail.

Former Labour Transport Minister **Sadiq Khan** has gained the Labour Party nomination for **London Mayor in 2016**, defeating London MPs Tessa Jowell, David Lammy and Dianne Abbott and transport journalist Christian Wolmar. Sadiq Kahn grew up in Earlsfield and trained as a human rights lawyer. He is the son of a London bus driver. Other political parties have yet to confirm their candidates. The Conservative Party nomination went to **Zac Goldsmith**, currently MP for Richmond Park. On transport issues he is best known for his outright opposition to Heathrow expansion, although he has promised to concentrate on transport investment and cleaner air for London.

Contactless payment catches on. It was introduced on 16 September 2014 and by the first anniversary over 900,000 journeys were being made on some days using contactless cards representing 20% of Pay As You Go customers. The majority of these journeys are made at Underground and rail stations with around 250,000 daily bus trips.

A London based youth charity has admitted it gives bus tickets to homeless people to enable them to sleep on buses because of a dearth of hostels and emergency accommodation. The charity claims it is safer for them to be on a bus than sleeping on the streets. TfL said it was aware this was happening. There have been stories for some years about homeless people using night buses, especially on longer routes but it is a new development for a charity to actively encourage this practice.

Corporate and Company News

For several months now, a **merger between Arriva the Shires'** 'country' operations **and** that at **Arriva Midlands** has been on the cards, although not too much has been said of late, nor has any change been very visible. However, in a recent interview (*Coach&Bus Week, 30 September*), the new MD of Arriva UK Bus, Kevin O'Connor, outlined his plans. It will be a 'regional merger', similar to that at Arriva North-West and Wales or at Arriva North-East and Yorkshire. Furthermore, he says that it is intended to merge all the TfL contracted operations under Arriva London. It remains to be seen if this leads to a combined AtS/ASC/London fleet or to just a 'controlling' function from London.

The **Stagecoach** takeover of First Devon has been cleared by Competition and Markets Authority. Services began in September using a collection of vehicles from around the Stagecoach fleet. They include some of the original batch of ALX400 Tridents that began life with Stagecoach East London in 1999. A significant number of new vehicles are reported to be on order for delivery in early 2016.

First Hampshire and Dorset has reduced the frequency of its high profile Jurassic Coast service X53 (Poole- Weymouth- Exeter) and has rerouted it via Axminster with extra running time. First says that the service was losing money between Lyme Regis and Exeter and blames poor reimbursement levels for concessionary passes (which represent 57% of users). Devon and Dorset County Councils supported the service for fifteen years until 2013 but since then it has been entirely commercial.

The Discovery ticket which provides bus travel on all main operators in East and West Sussex and within Brighton & Hove has been extended to most bus companies in Kent and Medway. Day tickets cost £8.50 for adults, £7 for children under 16 and £16 for a family ticket covering up to five people including a maximum of two adults. The Discovery ticket has replaced the Explorer ticket completely in West Sussex and the Brighton area although that remains available on Stagecoach and Arriva buses in East Sussex and Kent priced at £6.50. Apparently, it may not be valid on KCC or ESCC contracted services which, if true, restricts things somewhat!

Other General News

Islington North MP Jeremy Corbyn was elected Labour party leader on 12 September. It was reported that he had the support of just 12 Labour MPs and won the election with support from Labour Party members and supporters. Mr Corbyn has won much praise for his open and direct approach, rejecting bland policies created by party spin doctors. He appointed Lillian Greenwood, MP for Nottingham South as his new **shadow Secretary of State for Transport**. One of Jeremy Corbyn's main policies is a pledge to create a 'peoples railway'. This would be achieved by taking national rail franchises back into public ownership as contracts expire. Labour claims the UK rail network is 40% less efficient than the best performing networks in Europe. However EU laws could make taking franchises into public hands difficult as new legislation requires the compulsory competitive tendering of passenger franchises from 2019. Of course if the UK leaves the EU this condition need not apply.

Some LOTS members will have 'fond memories' of the days of British Rail when fares were low and all trains ran on time! Seriously though, the overall picture appears to be much more mixed today. Post PPP, the publicly owned London Underground is achieving its best reliability for decades, carrying record numbers of passengers. By contrast Network Rail (also publicly owned) has attracted a lot of criticism, mostly for failing to deliver major construction projects on time. Some privately owned train operating companies have turned around failing services and passenger numbers doubled across the network since privatisation. A good example is c2c which was once branded the 'misery line' but is now one of the most successful and punctual rail lines in the south east. Then there is the success of franchised London Overground and DLR operations.

Former Liberal Democrat Transport Minister **Norman Baker**, who lost his seat at the general election, has voiced concerns about the future of the bus industry. He says offers of bus re-regulation are based on achieving devolution without thinking about the consequences. Norman Baker changed his mind about favouring re-regulation having seen examples of successful partnerships in Oxford and Brighton. He claims to have encouraged partnership working in other areas through Better Bus Areas concept which provided up to £70 million for Councils and bus companies outside London to bid for funds for specific improvements.

Concerns about the potential impact of the **Buses Bill** now being expressed, maybe leading to the potential deferment of new vehicle purchases. If the same uncertainty spreads throughout the industry the impact could be considerable and would put manufacturers at risk as happened in the 1980s.

Bids for **devolved powers** have been submitted to the government by 38 cities, towns and counties throughout the UK (excluding London). They are based on regions or combined authorities rather than single Council boundaries and will cover education, healthcare, housing and business support as well as transport provision, which could include bus franchising powers. Areas close to us include 'Greater Essex', 'Oxfordshire' and a combined group 'Surrey- East Sussex- West Sussex'.

Rail operator **First Great Western has rebranded as GWR** removing most references to First Group of which it remains part. The company website explains that First Group is proud to 'unbrand' the business. It says that its aim is to reinstate the ideals of its founder, Isambard Kingdom Brunel, and to deliver a rail service for the 21st century.

A **five year £750 million project to modernise Birmingham New Street Station** is nearing completion. The main station with a much enlarged central concourse opened to the public on 20 September. New Street is the busiest rail station outside London with 34.7 million annual passenger journeys. A new 'Grand Central' shopping centre replaces the 1960s shopping centre which had become very run down. It now contains the largest John Lewis store outside London. Unfortunately the final piece of the jigsaw, the **Midland Metro** extension from Snow Hill to New Street Station (Stephenson Street) has not opened. It is still incomplete after more than three years of City Centre disruption, although work has begun already on the next phase to Town Hall and Centenary Square.

By contrast the second city centre crossing for **Manchester Metrolink** is progressing at a relatively fast rate. Tram services through St Peter's Square have resumed following a break in the summer, with single line working along part of Mosley Street. The original St Peter's Square Station is currently a pile of rubble but by Autumn 2016 a new station will be in use, which will provide interchange between the two city centre routes. Trams on the Manchester Airport line which currently terminate at Cornbrook can then be extended through the city centre to Victoria Station and beyond. They will serve a new station at Exchange Square instead of Piccadilly Gardens or Market Street.

At **Chiltern Railways**, part of the new Oxford service is due to begin on 26th October when some services will run between Marylebone and north Oxford at the Water Eaton park-and-ride via Bicester Town (at the Shopping Village). Eight two-car Class 170 DMUs are being acquired by Chiltern, refurbished and re-classified 168/3.

TLB 613 stated that **Nottingham City Transport** was a partner in the concession running Nottingham Express Transit tram services. This was incorrect. While they were in the first operating consortium with Transdev, when the extensions were planned the contract was retendered and NCT lost out. Trent Barton (Wellglade) is in the new consortium alongside Keolis for operational purposes.

National Express West Midlands is withdrawing four vehicle types in October following recent deliveries of ADL Enviro 200 and Enviro 400 MMC types. The Volvo B6, Volvo B10, Mercedes 0405 and Optare Spectra will all disappear from the fleet. The Spectras were amongst the first low floor double deck buses to be built, in 1998. A commemorative running day based on Walsall was held on 3 October. **Stagecoach Manchester** is withdrawing the last of its once ubiquitous fleet of Alexander PS bodied Volvo B10Ms. There will be a running day on 14 November when they will run as extras on route 192 between Manchester Piccadilly and Hazel Grove with fares donated to a local charity.

As well as ADL's new E400H(MMC)-City mentioned in detail above, **Coach & Bus Live at the NEC** on 30/Sep/01Oct featured relatively few buses this year, although the coach sector made up for that, perhaps the most striking being a Volvo B11RT/ Plaxton Elite tri-axle in Trentbarton's 'Red Arrow' (Nottingham & Derby Express) livery. New buses, though, included in the hall a Wright StreetLite DF, Wright Gemini 3 (Go-Ahead London WHV 69), ADL E200 (MMC) 11.5m, Optare Solo SR, Optare MetroCity MC1080EV (in London livery but not one that has been ordered for London!). Outside were an Optare Metrodecker in Yorkshire Tiger orange livery, a Citaro for Cardiff and one of West Midlands' recently delivered ADL E400MMCs in the grey 'Platinum' livery (No.6701). On various stands within were RM 1152 ('Omnibus'), Bristol L KFM 775 (Rosco), AEC Reliance coach TEC 599N (Wrightsure Insurance) and a MAN/MCV AF53 GDE (Rowan Tarmac refurbishments).

GREATER LONDON AREA - Route Developments

This section covers all local bus services within the Greater London County boundary. Fuller detail of any commercial or county services that enter London from outside will also be in the Country Area Route Developments section later in TLB.

LONDON BUSES - TENDERED ROUTES UPDATE

Latest tender awards: Unless stated, these are 5-year Quality Incentive Contracts which, subject to satisfactory performance, may be extended from 5 to 7 years. When 'existing fleet vehicles' are specified, this means compatible refurbished vehicles, not necessarily those in current use on the route – or even in current use by that operator. Awards below are from Tranches 514,517,519,522,523,525.

Start dates in 2016 are 2nd April (463), 30th April (P5), 7th May (481), 2nd July (467), 9th July (377), 23rd July (53/=) and 3rd September (K5). Within these tranches, routes 68/N68, 105/=, 468 and X68 all received +2 year extensions.

- 53/= Re-awarded to Stagecoach Selkent with new battery hybrid double-decks (pvr up from 28 to 32).
- 377 Re-awarded to Arriva London North with new Euro-6 diesel single-decks (pvr 4).
- 463 Re-awarded to Quality Line with new Euro-6 diesel single-decks, plus one existing Euro-5 diesel double-deck (pvr up from 9 to 10). The option of rerouting the schoolday-only double-deck journey in Wallington and renumbering it to 633 is subject to consultation.
- 467 Re-awarded to Quality Line using existing Euro-5 diesel double-decks (pvr 2).
- 481 Re-awarded to Abellio West London with new Euro-6 ADL E20D diesel single-decks (pvr up from 2 to 4). Includes a frequency increase and the introduction of a Sunday service.
- K5 Re-awarded to Quality Line using existing Euro-4 and 5 diesel single-decks (pvr up from 3 to 6), utilising the buses currently on route 463 for a frequency increase.
- P5 Re-awarded to Go-Ahead London Central using existing Euro-5 diesel single-decks (pvr up from 8 to 10). Introduction of a schoolday-only journey and minor Mon-Fri frequency increase.

Tender tranches already placed out for tender and awaiting awards:

Tranche No./ start dates	Routes out on offer (with current operators)	2-year extensions granted
#513 (3/16)	62,145,294,366,687 (<i>S'ch E London</i>), 368 (<i>G-A B/Triangle</i>)....	169,247,287,387
#516 (4-5/16)	69/=,147 (<i>S'ch E London</i>).....	241,330.474/=
#517 (4-5/16)	315,639,670 (<i>G-A L.General</i>)	171,196
#519 (4-5/16)	E2,E8 (<i>Metroline Travel</i>). E5,E7,E9 (<i>Metroline West</i>).....	95,337
#520 (7/16)	86/N86 (<i>S'ch E London</i>).....	----
#522 (6-7/16)	25/=,26/N26 (<i>Tower Transit</i>).....	30,274
#523 (7-8/16)	344/= (<i>Abellio</i>), 417 (<i>Arriva LS</i>).....	----
#524 (8/16)	64/N64,146,336 (<i>Metrobus</i>).....	R9
#525 (7-9/16)	57/=,65/=,265,371 (<i>L.United</i>), 85/=,213/=(<i>G-A L.General</i>),,,,,	105/=
#526 (9/16)	83/= (<i>Metroline West</i>), 114,183 (<i>London Sovereign</i>), 140/=,182 (<i>Metroline Travel</i>), 340 (<i>Arriva the Shires</i>).....	H12
#527 (8-9/16)	72/= (<i>London United</i>).....	9/N9,209/609,390/=
#528 (9/16)	251,398,H9/H10,H11 (<i>London Sovereign</i>).....	H14,H17
#529 (9/16)	117 (<i>Abellio</i>), 203,697,698 (<i>London United</i>).....	----
#530 (9/16)	608,646,648,652,656,679,686 (<i>G-A Blue Triangle</i>).....	----
#531 (9-10/16)	148/= (<i>London United</i>), 156 (<i>Abellio</i>), 690 (<i>Arriva LS</i>).....	----
#532 (10/16)	1/N1,180 (<i>G-A L.General</i>), 42,108/=,132,185(<i>G-A L. Central</i>)	----
#533 (9-10/16)	137/N137 (<i>Arriva LS</i>), 160 (<i>Arriva Kent Thameside</i>), 199/N199,660 (<i>S'ch Selkent</i>), 381/N381,P13 (<i>Abellio</i>)	----
#534-545	For the list, see TLB613.	

ROUTE AND SERVICE CHANGES

SUP-37AA: Just one or two minor points to note on the printed issue:

Arriva LN: p8 and p12 – N102 to read =102. P11,p12 – Delete crosslink 144/617.

G-A Blue Triangle : The 347 is lost to (not gained from) Arriva KT.

G-A London General: 87 add link +1/337 (SW261 am only).

G-A Metrobus: 119 pvr should read 17+/16+/10+ (+buses ex =119 every night).

S'ch Selkent: 75 probably better to describe it as 15*/13/12 (*208) and 208 TL as (+)/-/- (+1 ex 75). The Run/No block TL31-45 is then a little clearer.

Sullivan: R/Nos 10,12,13,14,16,18 for routes 628/688; 11,15,17,19 for routes 653/683.

Tramlink:- revised figures since 1st March 2015 (Sunday total up by 1 overall, thus also for page 36).

Line 1+4= 7#/7#/3 (# = Joint ops on Mon-Sat daytime), Line 2= 6/6/4; Line 3= 14/14/13.

Footnotes now to read: Mon-Sat daytime Lines 1+4 linked operationally with combined pvr (7/7). However, on Mon-Sat evenings and Sundays, when Line 4 does not run, Lines 1 and 2 operate independently, Run/Nos in 11+ and 21+ blocks respectively.

Saturday 12th September:

18/52/295/316, 47/N47, 53/=, New Night 132/154/222/238/486, 176/=, N1, N68, N133, Night 188, N381- all as in TLB613 with the following additions:

47 Daily daytime service was restored beyond the temporary curtailment at Liverpool Street Station to Shoreditch, now in line with the new night (24 hour) service.

N133 Operation is from N nowadays, no longer from TC.

PVR Changes 12th September:

Arriva LS: N133 to 7(Su-Th nt), 8(Fr-Sat nt). Nt176 to 5(Su-Th nt), 11(Fr-Sat nt).

G-A L.Central: Nt132 #BX331+ 4(Fri,Sat nt), Nt486 #BX121+ 3 (Fri,Sat nt). N68 down to 4 (every nt).

G-A L.General: Nt154 #A351+ 2 (Fri,Sat nt). N1 no change.

L.United: Nt222 #AV231+ 4(every nt).

Sch East London: 86 add *256 (SDO am). Nt238 #WH931+ 3 (every nt).

256 – NS am SDO jnys are now #NS399 and #401 (ex 86). 496 to 8/8/5 (crosslinks off).

Sch Selkent: 47 #TL211+ to 20*/18/12 *660 (delete *136). 136 now 20+/20/14 (+1/621)(delete crosslink from 47). 621 now #TL232 1*/0/0 (*136).

660 now (+)/0/0 (+#TL213am, #TL225pm ex 47). Nt47 #TL151+ 4 (every nt). N47 wdn. Nt53 to 7(Su-Th nt), 12(Fri-Sat nt). N199 #TL121+ 7(Su-Th nt). 11(Fri,Sat nt).

Saturday 19th September:

70, 111 Changes in TLB 613 deferred indefinitely.
202,246,292,352,354,358,407 all as in TLB613.

PVR Changes 19th September:

Abellio: 407 to 16sd+1dd/16/9.

GA Metrobus: 246 #MB141+ 4/4/3. 352 to 6/6/4. 358 to 17/17/9.

Lon Sovereign: 292 to 9/9/7. S'ch Selkent: 246 wdn. 354 to 5/5/4. 638 delete cross-link to 246.

Sunday 20th September: 215 (*S'ch EL*) Last day of seasonal extension to Lea Valley Camp Site

Saturday 26th September:

16, 168, 210, 248, H14. U5 Changes in TLB613.

128,150 Changes deferred to 3rd October.

155 (*G-A London General-AL*) Two additional northbound SDO-pm journeys.

G1 (*G-A London General-PL*) Timetable changes, restoring 'pre-roadworks' schedules.

P12 (*G-A L.Central-PM*) Timetable changes.

PVR Changes 26th September

Arriva LN: 168 wdn. GA L.Central: P12 to 14/14/8

GA L.General: 155 to 20+/18/12 (+1/280, no change to other crosslinks). G1 to 13/13/9.

Lon. Sovereign: H13 to 5+/5/5 (+1/H14). H14 to 9*6/6 (*H13).

Metroline: 16 to 18/18/13. 168 #W151+ 21/21/18 TEH. MLW U5 to 12/10/7.

Sch East London: 248 to 14*/13/8 *252.

Friday 2nd October

639,670 (*GA London General*) The John Bosco College near Tibbetts Corner closed down after operating on Thurs 24th September. A new College opened from Friday 2nd October a few miles away on Parkham Street near Battersea Park. Thus it was necessary to reverse the direction of flow of these SDO routes. Both now start from Roehampton Danebury Avenue via route 170 Putney Heath to Tibbetts Corner, then 639 as now via Victoria Drive and Southfields or 670 via West Hill, both meeting in Wandsworth, then St John's Hill to Clapham Junction, where they are extended via Falcon Road, Battersea Park Road, The Latchmere one-way system and then, until Surrey Lane is available to buses, they set down and pick up on Battersea Bridge Road.

Once it is, they would go via Surrey Lane to the College in Parkham Street. The afternoon buses would depart via Granfield Street, Westbridge Road, Parkgate Road, Elcho Street, Howie Street, Battersea Bridge Road, resuming outward route at The Latchmere.

PVR remains the same, one bus on each route in each peak, both from SW in the morning, one SW and one AF in the afternoon. Actual Run.Nos to be verified.

Saturday 3rd October

131,411/641 Contract extensions as in TLB613.

128/=(*Arriva LN-DX*)(Claybury & Romford) Daily timing change for running time.

150 (*Arriva LN-DX*)(Becontree Heath & Chigwell Row) Daily timing change for running time.

228 (*Metroline West-WJ*) Temporary Daily schedule change for roadworks (no pvr change).

235 Change deferred again - to 17th October

643 (*Metroline-W*) Changed to afternoon SDO journey timings (no pvr change).

PVR Changes: 128 to 15/15/8. 150 to 14/14/9 (no change to school bus from G-A at SI).

None of the other new Night services began, and dates remain uncertain.

From this point on, all changes are after our closing date and are subject to change or deferment

Saturday 10th October

66 (*Arriva KT-GY*)(Romford & Leytonstone) Daily timetable change for reliability.

C10 (*Abellio-QB*) (Victoria & Canada Water) Frequency increases, Mon-Fri and Sat peaks and daytime from x10 to x7.5min. All evenings and Sundays from x20 to x12mins.

PVR Changes: 66 to 12/12/9. C10 to 20/18/12.

Saturday 17th October

94/=,149=,150,173,174,226,296,341,347,349,385,496,673,674,675 as in TLB613. Additionally:

235 (*Abellio-TF*) Latest date to be restored to North Brentford, Great West Quarter.

Saturday 24th October:

64/N64,130,353,359,464,T31,T32,T33 As in TLB613. Additionally:

353,359 Renewal of LBSL (QC) contracts to G-A Metrobus.

654 (Addington & Ramsden, SDO) Renewal of LBSL (TG) contract to G-A Metrobus.

274 (*Metroline*) End of summer weekend pvr enhancement.

324 As in TLB613, it will be run by Metroline Travel from Cricklewood (W) Garage.

Saturday 31st October:

11,N11,295/=,339 As in TLB613. Additionally:

168 (*Metroline-W*) Revised Daily running time introduced.

Saturday 14th November:

15H (*S'ch East London-WH*)(Trafalgar Square & Tower Hill) Renewal of LBSL (QC) contract using the existing Routemaster fleet. Widened headways from x15 to x20min for reliability.

18 (*Metroline West-WJ*)(Sudbury & Euston) and

N18 (*Metroline West-WJ*)(Trafalgar Square & Harrow Weald Garage) LBSL (QC) contracts on both routes extended for 2-years.

23/=(*Tower Transit-X*)(Westbourne Park Station & Liverpool Street Station) Renewal of LBSL (QC) contract using existing fleet Enviro400/400H double-decks.

45 (*G-A L.Central-Q*)(Clapham Park & King's Cross & St.Pancras Stations) LBSL (QC) contract extended for 2-years.

78 (*Arriva LN-AE*)(Shoreditch Church & Nunhead) Renewal of LBSL (QC) contract with new ADL Enviro400H City double-decks replacing standard Enviro400s.

92 (Metroline West-G)(Ealing Hospital & St.Raphael's North) Renewal of LBSL (QC) contract using existing fleet Enviro400 double-decks.
176/=(Arriva LS-N)(Tottenham Court Road & Penge) LBSL (QC) contract extended for 2-years.

Saturday 21st November:

692/699 (Winchmore Hill & Dame Alice Owen School, sdo) LBSL (TG) contract awarded to *Sullivan Buses* using existing fleet double-decks.
Currently operated by *G-A London General* with double-decks from Northumberland Park (NP) Garage.

FORTHCOMING CHANGES IN BRIEF

This list includes tenders that have been decided and principal route changes already in past TLBs.

Notes: CE+2 = Contract extended by 2 years. CR = Contract awarded or renewed for 5 years, with a potential +2 year extension. All dates and all details are subject to alteration or deferment.

The * suffix = award specified new buses; the # suffix = award specified part new bus allocation. Not all award dates will be necessarily the same date that new buses are introduced.

5th Dec: CR on 297/=(Metroline Travel), 80,93/=#,151,154,163,164 (G-A L.General). CE+2 on 188/=(Abellio).

12th Dec: CR on 155/N155*(G-A L.General), 159/=(Arriva LS to Abellio) and to LT op'n, 190 (Metroline West), 307 (Arriva LN to Metroline Travel). CE+2 on 6/=#,98/N98 (Metroline Travel), 88/=#,170, 355 (G-A L.General).

2nd Jan16: CR on 649/650/651 (G-A Blue Triangle).

23rd Jan16: CR on 47/=#*(S'ch Selkent), 229 (G-A L.Central to Arriva KT), 469*(S'ch Selkent to Arriva KT), 492, B12, B13*(Arriva KT). CE+2 on 99,178,269,291 (S'ch Selkent), 244 (G-A L.General), 401,422,B11,B16 (G-A L.Central).

6th Feb: CR on 91/N91*263 (Metroline Travel), 184 (Arriva LN), 616,W10 (G-A L.General), W5 (CT Plus). CE+2 on 118 (G-A L.General), 258 (Arriva the Shires), 343/N343 (Abellio), B14 (G-A Metrobus), 299,W4 (G-A L.General), W6 (Arriva LN).

5th Mar: CR on 187 (Metroline West), 487*(Metroline Travel), H32,H91 (London United), N97 (London United to Tower Transit). CE+2 on 423,H22,H37,H98 (London United)

19th Mar: CR on 162# (G-A Metrobus), 367* (G-A Metrobus to Abellio), 484 (Abellio), C10* (Abellio). CE+2 on 172 (Abellio), 181 (G-A Metrobus).

2nd April: CR on 463* (Quality Line). CE+2 on 68/N68,468.X68 (G-A L.Central).

9th April: CE+2 on 389/399 (G-A L.General)

30th April: CR on 35/=#*,40* (Abellio to G-A L.Central), 28/N28,328 (Tower Transit), 345/=(G-A L.Central to Abellio), P5# (G-A L.Central). CE+2 on 31/N31 (Tower Transit).

7th May: CR on 481*(Abellio). June to Sept 16 – See TLB613 (and 615!).

OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS in LONDON

The start date of **Ultrabus 705** (Muswell Hill- Canary Wharf) (TLB607 p10 refers) that should have begun on 11th May, remains 'T/B/A.'

The proposal by **National Express** in TLB612 p15 for changes from 11th October involving **A5/A6/A7** is now deferred, date t/b/a,

From 11th October **Braddell Ltd, t/a Stansted Citylink**, a ComfortDelgro subsidiary, with an official address at Metroline Cricklewood Garage and with coaches based at Perivale (PV) Garage, is to operate a new express **767** (St Pancras Station, Midland Road to Stansted Airport), running Daily 24-hours, every 30mins daytime, x60mins at night. Routeing via York Way, Holloway, Seven Sisters, Forest Road, A406 and M11.

The **Business B (t/a the Expeditional)** Routemaster service is being cancelled after 11th September. The **RedRoutemaster 60S** at Richmond is 'suspended' from 31st October.

Go-Ahead London General 810 (London by Night Tour) is withdrawn from 19th December.

Ealing Community Transport is running several services to Twickenham Stadium and the Olympic Stadium on the occasion of the Rugby World Cup 18th September to 31st October.

FORTHCOMING SERVICE PROPOSALS (most subject to formal consultation)

25 (*Tower Transit*) There is a proposal to make the use of Bow Flyover permanent.

284 (*G-A Metrobus*) Hail-and-ride sections to be altered to fixed stops.

462 (*G-A Blue Triangle*) The proposal to re-route at Fairlop is now due for 9th January 2016.

463 (*Quality Line*) It is proposed to reroute the 463 between Wallington, Manor Road and Beddington, Croydon Road via Maldon Road, Montagu Gardens and Demesne Road. If this goes ahead, the SDO double-deck journeys between Coulsdon and Beddington Church would continue to run via Wallington Green as now but renumbered 633.

COUNTRY AREAS - ROUTE DEVELOPMENTS

This section is set out in adjacent geographical areas anti-clockwise around London from Tilbury, bounded by Harlow, Hitchin, Aylesbury, Windsor, Guildford, Horsham, East Grinstead, Wrotham to Gravesend, and covers all local bus services of all operators running outside the Greater London County, but within the traditional LT/LCBS "London Country" area.

West and South ESSEX, including THURROCK

Monday 10th August: 301 (*Arriva KT*) In addition to the service change from 1st September as in TLB613, it was rerouted from 10th August between Audley End Station and Saffron Walden via Newport Road instead of Wenden Road.

Townlink/Roadrunner, etc again:

R1/R31 After being summarily withdrawn part way through the day of 20th August, Road Runner's route R1 (Harlow & Katherines/ Sumners) suddenly re-started on Monday 14th September, using buses owned by the 'Road Runner group' but with Olympus Bus & Coach legal lettering and discs. This resumes direct competition in Harlow after 24 days! Just to reiterate, the R1/R31 transferred to Townlink on 8th June. Townlink then registered it from 28th July (but has deregistered it from 14th October) and Road Runner Buses deregistered it from 11th August. So, at least there is a valid route registration until 14th October, not by the correct actual operator, but near enough! The timetable posted at Harlow Bus Station by EssexCC lists the service on Mon-Fri as the 31 although the buses continue to show R1. That timetable also suggests that it doesn't run on Saturdays but I can personally confirm that it does - every 20mins as R1. Some buses have also been seen to go through to Harlow Town Station on Mon-Fri, but not always when they should.

Monday 28th September: Arriva KT's route 1 (Harlow & Katherines/ Sumners) gained additional early morning Mon-Fri journeys.

HERTFORDSHIRE and southern BEDFORDSHIRE

Wednesday 22nd April (TLB609 p12 refers)

W20 (*Red Eagle*) The new timetable did not get introduced after all.

Sunday 30th August (N & E Herts), corrections and additional items from TLB613:

242 Correcting TLB613, the Sunday 242 has been with Trustybus since 29th March (TLB607 p12).

386 Adding to the item in TLB613, two each way of the main Richmond's journeys deviate in Standon via South Road, while the Myall's Tue/Thur jnys use the standard Station Road route.

388 This replaces the entry in TLB613: (*Centrebus*) (Welwyn Garden City & Hertford, M-S) Entire daytime service withdrawn (see 204, 378, 641). Just one return SDO jny remains, but extended to start at (and return to) Stevenage Bus Station via Knebworth and Old Welwyn to WG City where it picks up the former route through Burnham Green, Tewin, Panshanger and Birch Green to Hertford and on to Presdales School.

390 This replaces the entry in TLB613: (*Centrebus*) (Stevenage & Hertford via Watton, M-S, extended in Stevenage to Ripon Way on Mon-Fri, and from Hertford to Ware M-F peaks). Revised timetable with minor frequency reductions in M-F peaks and on Sats. In the event, Aston Village continues to be served but not so often. Yes, the off-peak Mon-Sat services did get withdrawn, but the morning peak journey into Stevenage Mon-Fri and Sat still runs, as does a SDO afternoon return. The daytime service is now on the 391 (as noted in TLB613).

410 (*Trustybus*) The Estate at Waltham Cross is Holdbrook (not Holdcroft).

H3/H4 (*Centrebus*) The M-F peak pattern is better described as giving a better link from North Station to County Hall (am), return pm, rather than from Horns Mill to North Station (am), return pm.

Sunday 30th August (Central and West Hertfordshire)

This summary covers service changes in the Hatfield, Welwyn, St Albans, Watford and Hemel Hempstead areas that I didn't have room for in TLB613. As distinct from the lists in TLB613 in north and east Hertfordshire, the changes were more benign although there are still some evening and Sunday services that have changed over to mainly a commercial operation but with others withdrawn. To give a complete picture of the changes in the Central and West Herts areas, I have repeated the entries for routes 300/301, 341/641, 625/635 and 797 that 'cross over' into the Central Herts area.

2 (*AtS*)(Hemel: Woodhall Farm & Bennetts End, Daily) The 0750 (M-F) from Woodhall Farm now runs to Bennetts End and, after doubling to the Rail Station, runs via St Albans Hill and Leys Road (otherwise served only by route 1). Certain HertsCC journeys altered to commercial.

3 (*AtS*)(Hemel Town Centre & Chaulden, Daily) Certain HertsCC journeys altered to commercial.

4 (*AtS*)(Hemel Stn & Grove Hill West, Daily) Reduction from x20 to x30min Mon-Fri midday.

8 (*AtS/Redline*) (Abbots Langley & Mount Vernon Hospital, Daily) The Daily evening service by *Redline Buses* that ran from 1840 to after Midnight was withdrawn. Arriva added a couple of Daily early evening journeys although the last bus ends its journey at 2015.

10 (*AtS/Redline*) (Garston & Holywell, Daily) The Daily evening service by *Redline Buses* that ran from around 1800 to almost Midnight was withdrawn. Arriva added a replacement Daily evening service until around 2330.

30/31/32 (*Red Eagle*) (Hemel & Aldbury via The Gaddesdens and Berkhamsted, M-S) Substantial reductions (see also 354) and withdrawn altogether between Berkhamsted and Tring and Aldbury, also all journeys via Potten End (32) withdrawn. Hemel School journeys withdrawn and whole service withdrawn on Saturdays. Reduced to three Mon-Fri daytime journeys each way Hemel & Berkhamsted via either Great Gaddesden (30) or Nettleden (31). Northbound buses out of Hemel now run via the Old Town High Street (it's one way northbound!).

34 (*Centrebus*)(Dunstable & St Albans, M-S) Frequency reduction in Mon-Fri peaks. One morning M-F journey into St Albans continues to extend on SDO to Nicholas Breakspear School but the former afternoon journey back from the School was withdrawn! The Saturday service altered from HertsCC to commercial. No change to M-S evening *AtS* jnys (St Albans- Markyate).

300/301 (*AtS*)(Stevenage & Hemel Hempstead, Daily) Minor timetable changes. The Daily evening journeys on 301 by Uno on Herts CC contract transferred to *AtS* on a commercial basis.

319 (*Red Eagle*) (Chipperfield & North Watford Superstores. MoWeFr) Introduced also on Tues & Thurs but those journeys run from Nash Mills via Kings Langley (Lower Road, Primrose Hill and Blackwell Road) then as M/W/F, although all journeys now divert via Leavesden Park. On all Mons to Fris, extended from North Watford via St Albans Road to Watford Town Centre then an anti-clockwise loop via Langley Road and Cassiobury Drive (replacing W12).

320 (*AtS*) (Hemel Hempstead & Berry Lane, Daily) Two late night journeys were withdrawn, but in the event one was reinstated.

321 (*AtS*) (Watford & Luton, Daily) An extra couple of minutes running time added to some journeys at the Luton end.

322 (*Red Rose*) (Hemel & Watford via Huntonbridge, M-S) Withdrawn.

341 (*Uno*)(Hatfield Business Park & Ware, M-S) Minor timetable change with certain peak time journeys projected to Broxbourne in place of 641s. The SDO jnys between Hatfield & Presdales School rerouted via Pinehurst instead of via the Regional College at Ware.

352 (*Red Rose*) (Hemel & Watford via Sarratt, M-S) The first journey into Watford and the last one back on Saturdays are withdrawn.

354 (*Vale Travel*) (Chesham & Northchurch, M-S) Many changes in Berkhamsted, mostly to replace 30/31 journeys. Certain journeys diverted in Ashlins Estate to serve Woodlands Avenue and Swing Gate Lane. Northchurch journeys reduced to just the earliest and latest journeys. These are replaced by more journeys diverting at Chiltern Park via St Katharine's Way, also some diverting off Durrants Road via Finch Road, Ridgeway and Bourne Road.

361 (St Albans & Bricket Wood, M-S, with certain M-F peak jnys to New Greens and to Garston) Transferred from *Metroline Travel to Red Eagle* to the same timetable.

366 (*Centrebus*)(South Hatfield & Luton, M-S) Most of the Mon-Fri short journeys between South Hatfield and WG City withdrawn.

500 (*AtS*)(Aylesbury & Watford, M-S) Timing changes to early evening journeys with an earlier finish - last bus from Aylesbury now at 1840, last from Watford at 1900 (Sat), 1910 (M-F).

501 (*AtS*)(Aylesbury & Watford, M-S evenings) Withdrawn altogether. Although part of one 501 journey remains (but now as 500) Mon-Sat 1913 Northchurch to Hemel.

501 (*Red Rose*) (Aylesbury & Watford, Daily) Several of the Mon-Sat journeys withdrawn (these are essentially live positioning runs). No change to hourly Sunday service. Although the Sunday 501 still serves Langley Road in Watford, the few M-S journeys to and from Watford all now run via Hempstead Road

502/532 (*Little Jim's*) (Hemel & Northchurch, M-S) Minor timing adjustments for running time.

600 (*uno*)(Hatfield Station & Business Park, M-F peaks) Revised timetable with extra running time, thus frequency reduced from x20 to x30 mins.

602 (*uno*)(Watford & Hatfield Station, Daily, to Business Park or W.G.City M-S evenings) Withdrawn in Shenley from the Village loop at the Black Lion due to access problems with badly parked cars. Mon-Sat daytime service withdrawn from the South Hatfield loop (see 622), although the Sunday buses (and the reduced M-S evening buses) do still serve South Hatfield. The Mon-Sat evening service was severely reduced to just two journeys each way and no longer runs to W.G.City.

603 (*uno*) New route with just three early Mon-Fri morning journeys, in one direction only from Business Park, Bus Garage via Hatfield Town Centre, The Forum, Roehyde Way, Bishops Rise, Galleria, De Havilland Campus back to the Bus Garage. This new service is actually a renumbering of former 653 and supported by funding from the Business Park.

607 (*uno*)(Hatfield Station & Salisbury Village, Daily) Sunday evening service withdrawn.

610 (*uno*) (Hatfield Business Park & Potters Bar, M-S, to Enfield M-F peaks) and

- 611 *(uno)* (Hatfield Business Park & Enfield via Bell Bar, M-F peaks) Mon-Fri peak timing adjustments.
- 614/644 *(uno)* (Hatfield Business Park & Queensbury, M-S, 644 on to Wembley Park, M-F peaks) Mon-Fri timetable changes. The combined Saturday 614/644 timetable revised to be all 614s and thus all via Barnet and with a later journey added. On Saturdays, withdrawn from Business Park, operating hourly between De Havilland Campus and Queensbury via Galleria and Bishops Rise, the latter point served by 614 on Saturdays only. The 644 number now refers just to M-F peak journeys that omit Barnet and to jnys that go on to Wembley Park.
- 615 *(uno)* (Hatfield Business Park & Stanmore, M-S) Mon-Fri off-peak service reduced from x30 to x60mins. Evening service withdrawn, which includes the solitary odd journey from Hatfield that had diverted between The Forum and Borehamwood via Welham Green and Potters Bar.
- 622 *(uno)*(Hatfield Business Park & Watford, M-S) Withdrawn from Business Park. Withdrawn on Saturdays. Withdrawn from Coates Way in Garston, and also from Victor Smith Court at Bricket Wood. Routeing completely revised to operate Mon-Fri hourly peaks, two-hourly daytime off-peak from Hatfield Station via Travellers Lane, South Way, Bishops Rise, Forum, Galleria, DeH Campus, then via the A414 to London Colney High Street, Colney Fields (Sainsbury's), St Anne's Road, Shenley Lane, then as before via A414, Park Street, How Wood, Bricket Wood, Garston, North Watford to Watford High Street.
- 625 *(uno)* (Hatfield, Forum & Letchworth Estates via Hitchin, M-F) Withdrawn.
- 635 *(uno)* (Hatfield, Forum & Baldock via Hitchin, M-F) Withdrawn.
- 636 *(uno)* (London Colney & Luton, M-F) Withdrawn between London Colney Sainsbury's and Hatfield Forum (see 622). Route now starts at Hatfield Station via Town Centre, Forum, Galleria, DeH Campus, Business Park, then as before to Luton. Later evening jnys added.
- 641 *(uno)*(Hatfield Business Park & Broxbourne, M-S) Rerouted via The Old Coach Road (Cole Green, Birch Green and Hertingfordbury) instead of direct on the A414.
- 650 *(uno)*(Hatfield Station & Parkhouse, M-F peaks) Revised timetable with extra running time, thus frequency reduced from x20 to x30 mins. Rerouted to also serve De Havilland Campus.
- 653 *(uno)* (W.G.City & St Albans, New Greens, M-S), also Jersey Farm & New Greens, M-S evenings and Sundays). The Daily evening service is withdrawn after about 20:00. A reduced Sunday and Public Holiday service is retained between Jersey Farm and New Greens.
- 657 *(uno)* (Hatfield Business Park & Redbourn, M-S, M-F peak jnys to Flamstead, also St Albans & Redbourn, Suns) Withdrawn between Hatfield and St Albans City Station. General timetable revision and to work 'hail-and-ride' at Cross Lane Estate in Harpenden.
- 658 *(uno)* (St Albans & Borehamwood, M-S) Timetable changes with an earlier evening finish.
- 695 *(uno)* (Hatfield Forum & Rail Station, M-F term times) Withdrawn.
- 797 *(uno)* (London Victoria & Hatfield, M-F) Withdrawn between Victoria and Baker Street, but extended from Hatfield Forum via former 625/635 via Galleria, DeH Campus, Hatfield Business Park, A1M, Monkswood Way, Stevenage Bus and Rail Stations, Old Town, Lister Hospital, A602 to Hitchin, St Mary's Square and Rail Station.
- 819 *(Mullany's)* (Kings Langley & Parmiters School, SDO) Altered from public to private service.
- H13 *(Red Eagle)* (Gadebridge & Maylands, M-F peaks) Withdrawn.
- KL80 *(Red Eagle)* (Abbots Langley & Kings Langley School, SDO) Altered from HertsCC to commercial and absorbs the KL75. Rerouted to also serve Toms Lane and Tibbs Hill Road.
- QS1 *(Mullany's)* (Leavesden & Queens School, SDO) Back extended to Cassiobury Estate.
- QS2 *(Mullany's)* (North Watford & Queens School, SDO) Rerouted via North Bushey.
- QS3 *(Mullany's)* (Kings Langley & Queens School, SDO) Rerouted via Garston and Meriden.
- R1/R2 *(Red Eagle)* (Maple Cross=R1 or Chorleywood=R2 & Mount Vernon, M-S, also Tue/Fri jnys to Watford) Early morning and early evening journeys withdrawn, so reduced from 7 to 5 return journeys to an off-peak M-F service. Saturday service withdrawn altogether.
- R3 *(Red Eagle)* New SDO: Maple Cross and Berry Lane to Watford, Westfield Technology College.
- S1 *(uno)* (St Albans, St Peter's St & Cell Barnes, Daily) Evening service withdrawn. Sunday service also withdrawn although an hourly 'Sunday type' service will operate on Public Holidays.
- S4/S5 *(Redline Buses)*(St Albans & Cottonmill, M-S) Main M-S day service unchanged
- S4 *(Uno)* (St Albans City Station & Cottonmill, M-S evenings and Sundays) Evening service withdrawn. Sunday service also withdrawn although an hourly 'Sunday type' service will operate on Public Holidays.
- S8/S9 (St Albans, Marshalswick & Verulam Estate, M-S) Transferred from *Metroline Travel to Vale Travel*, with minor timetable changes.
- TS1/2 *(Tates)* (Hemel & St Albans, Townsend School, SDO) Rerouted in Redbourn via the High Street and in Harpenden via West Common.
- W1 *(Red Rose)* (Garston & Maple Cross, Suns, also Watford & Maple Cross, M-S evenings) Daily evening service (which had run up to 2340) withdrawn after the last bus from Garston at 1854 (Suns) or Watford (1915 Daily) to Maple Cross.
- W12 *(Red Rose)* (Watford & Cassiobury Estate, M-S) Withdrawn (see 319).
- W30 *(Red Rose)* (Watford Junction & Business Parks, M-F) Altered from Herts CC to commercial.

And lastly, this group of HertsCC shoppers' services with one journey each way were all transferred from *Sullivan Buses to Uno* with several routeing alterations. All had timetable changes,

- 200 (Essendon Mill & London Colney Sainsbury's, Mons) Formal adoption of an existing 'local rerouteing' in Brookmans Park via Moffats Lane instead of via Swanley Bar.
- 201 (Welham Green & W.G.City, Tues & Fris) Formal adoption of an existing 'local rerouteing' in Brookmans Park via Moffats Lane instead of via Swanley Bar. It also serves Chequersfield in WG.City (off the roundabout at the Chequers/ Howlands junction).
- 203 (Watton-at-Stone & W.G.City, Thurs)
- 204 New route as a variation of the 206, Tues,Thurs,Fris: W.G.City circular via Bessemer Road, Welwyn North Station, Burnham Green, Tewin, Panshanger, Herts Way back to W.G.City. The first journey goes this way round, the return in the opposite direction.
- 205 (Birchwood & South Hatfield via Parkhouse ALDI, Weds) No longer serves Oldings Corner Tesco, nor High Dells or Hillcrest in Hatfield.
- 206 (W.G.City & Panshanger circular, Tues,Thurs,Fris) Reduced from four to two journeys, although the other two are transferred to, and are covered by, the new 204.
- 215 (Codicote & Monks Walk School, SDO) also the 'other' 215:
- 215 (Welwyn, Hawbush Rise & W.G.City, Tues, Thurs, Fri) At Hawbush Rise the return bus now also loops via Wiltshire Road and Wilga Road. There is also an 'official' extra section by diverting in Old Welwyn to also serve The Frythe after Windsor Road, double-running off Digswell Hill via Cook's Wood. However, that didn't happen until -probably- Mon 28th Sept..
- 312 (Potters Bar & Oldings Corner Tesco, Weds) Withdrawn from the loop around Cuffley and Potters Bar and curtailed to operate just from Bell Bar, Woodside Lane via Welham Green and Colney Heath to Hatfield and Tesco. An additional section added between the Galleria and Hatfield Town Centre to run via Hillcrest (replacing part of 205).

Saturday 26th September

- 84/84A *(Metroline Travel)* (New Barnet & St Albans, Daily) Revised Daily timetable for running time. The 84A is extended on Daily evenings in St Albans to New Greens via Harpenden Road, Green Lane, High Oaks, Carnegie Drive, Cavan Drive, High Oaks, departing direct to Green Lane.
- 242 *(Metroline Travel)* (Potters Bar & Waltham Cross, M-S) Revised timetable with slightly fewer journeys via Brookfield Centre in the late afternoon Mon-Fri. The Mon-Sat evening service altered from HertsCC to commercial, reduced substantially and withdrawn from

Hammond Street. Now just about every 45 mins Waltham Cross & Brookfield Centre with only isolated journeys through to Cuffley or Potters Bar. No further change to Sunday *Trustybus* service.

PB1 (*Metroline Travel*) (Potters Bar town service, M-S) Timetable changes. Period of operation extended with one earlier (07:34) and one later (18:14) commercial journeys.

Sunday 27th September to 3rd January 2016

80 (*Centrebus*) The experimental Sunday town service in Hitchin, due to run only until Sunday 27th September, is now to continue until at least Sunday 3rd January 2016.

Sunday 27th September:

A (*AtS*)(Luton Airport & Parkside, Daily) Revised timetable with earlier Saturday & Sunday morning journeys and a later Mon-Sat journey from the Airport.

Z (*AtS*)(Luton Station & Parkside, Daily) Minor timetable changes to link with revised A.

23 (*AtS*)(Luton & Sundon Park, M-S) Minor timetable change to early Saturday journey.

24/24H (*AtS*)(Luton & Dunstable via Marsh Farm, M-S) and 25 (Luton & Marsh Farm, M-S) Revised timetable with minor reductions in early morning and on Saturday afternoon, but with later early evening Mon-Sat departures from Luton.

27 (*AtS*)(Stopsley & Marsh Farm, Daily) Revised timetable with fewer journeys in early evenings. On Sundays reduced from x15 to x20mins.

28/28A (*AtS*)(Farley Hill & Hockwell Ring, Daily) and

29/29A (*AtS*)(Farley Hill & Runfold, Daily) Revised timetables on both routes with a reduced frequency on Saturdays from x15 to x20mins.

31 (*AtS*)(Luton & Dunstable, Daily) Revised running times; earlier journeys on Sats and Suns.

32 (*AtS*)(Luton & Hockwell Ring, Daily) Revised timetable.

33 (*AtS*)(Luton & Lewsey Farm, Daily) Withdrawn between Beechwood Road/ Dunstable Road junction and Leagave High Street (west and rerouted instead via Dunstable Road, L&D Hospital and Lewsey Road. This restores the link to the Hospital formerly on route 8 which had been withdrawn in the 12th April changes (TLB606 p15, 607 p13 refer).

802 (*AtS*) New SDO-pm only route: Putteridge High School direct via Stopsley Way, Round Green and Hitchin Road to Luton Town Centre.

827 (*AtS*) Revised SDO-pm only route: Putteridge High School via Stopsley Way, Stockingstone Road, Montrose Avenue, Woodland Avenue, Leagrave Road to Marsh Farm.

Monday 28th September:

215 (*uno*) Probable start of deviation via The Frythe (see 30Aug notes above).

315 (*Centrebus*) (Kimpton & W.G.City, M-F peaks) The existing M-F morning peak service, on its way into WGC diverted in Old Welwyn to double-run via Digswell Hill and Cook's Wood to serve The Frythe. The afternoon peak service from WGC does the same diversion. A Saturday service of one journey (0812) into WGC, one journey out (1630) added, these also serving The Frythe.

Monday 5th October:

D1 (*AtS*)(Leighton Buzzard town service) During M-F off-peak and Saturday diverted towards the Rail Station in Linslade via Station Road in its entirety [rather than Old Road and part of Station Road] to serve a sheltered housing complex. No change to route out of Rail Station.

BUCKINGHAMSHIRE and east BERKSHIRE (incl. borders of eastern OXFORDSHIRE)

Sunday 1st November:

74 (*Carousel Buses*) (High Wycombe & Slough, Sundays) Sunday service doubled from two-hourly to hourly. Now operates at 0810- 1710 from Wycombe and slightly earlier than before at 0907-1807 from Slough. No change to AtS Mon-Sat service or to First Berkshire X74.

SURREY and northern parts of EAST and WEST SUSSEX

Saturday 29th August (amendment to TLB613)

The entry about rerouting in Redhill covered the 420/430/460. (not 429) (*Metrobus*).

Sunday 30th August (or first appropriate following day)

This updates and corrects the entries in TLB613 about revisions to London General services, but which were only notified on 16th September.

E514 Contract service for St Bede's School, Redhill lost to another operator (updates SUP-37AA).

669 Walton-on-the-Hill & Dorking, SDO) Morning journey formally retimed earlier from 07:25 to 07:15, although it had been at this earlier 'since winter 2014/15'. Altered from SurreyCC to commercial operation. This bus then links onto 772/3/4.

772 Amending TLB613 entry, a late change was that this service was withdrawn on Tues & Thurs and introduced instead on Friday Schooldays. (773/4/5 are as in TLB613).

Monday 21st September:

Campus Link (*OFJ Connections*) (Egham Station & Royal Holloway College, Daily) Timetable change Daily, but with a Daily evening service added (to last bus at 00:45 from Egham!) and an evening extension to also serve Englefield Green, Elmbank Avenue en-route to Kingswood Campus.

Saturday 3rd October to Sunday 1st November:

84 (*Metrobus*)(Crawley & East Grinstead, M-S) Additional evening journeys between Crawley and Tulley's Farm for Halloween-related 'Shocktober Fest' events. These operate on 3, 9, 10, 15-18, 21-25, 27-31Oct and 01Nov only.

Saturday 17th October:

408 (*Epsom Buses*) (Epsom & Effingham or Cobham, M-F) The three return jnys to and from Effingham, which run only in M-F daytime offpeak are diverted at The Plough Roundabout in Leatherhead to also serve Cressell Mead and Levett Road.

477 (*Buses ETC*)(Banstead & Guildford, M-F) Withdrawn.

479 (*Buses ETC*)(Epsom & Guildford, Daily) The present Mon-Sat pattern at x30mins Epsom & Bookham Station, hourly to Guildford, is altered to be generally x30mins through to Guildford. No change to the two-hourly Sunday service.

489 (*Buses ETC*)(Woodbridge Tesco & Bookham Station, M-S) Withdrawn. The Levett Road area of Leatherhead is no longer served (see 408 above).

Monday 26th October: 37 (*The Sussex Bus*) (Haywards Heath & Crawley, M-S) No change to timings but all journeys diverted in Balcombe to serve Newlands.

Monday 1st November:

28, 34, 35 (*Arriva K&S*) Very minor timing adjustments to three morning peak journeys.

North and west KENT:

Monday 19th October:

455 (Arriva KT)(Dartford & Valley Drive, M-S) In Swanscombe, rerouted between Craylands Lane and High Street via Milton Road, and withdrawn via Milton Street, Manor Road, Bodle Avenue, Swanscombe Street and Church Road. Part of this 'withdrawn' part of Swanscombe is served by the 483 (since 9th August) although to different destinations, while Milton Road now gains a daytime service once again as, since 9th August it has been by just one 306 school-time am and pm journey plus the full evening (306) and Sunday (308) service!

Monday 2nd November

8 (Go Coachhire) New route, hourly Mon-Sat, journeys from 0900-1500 M=S, then 1700,1800 on M-F only. First loop from Sevenoaks Bus Station via Rail Station, London Road, Brittain's Lane, Julians Way, Grange Road, Oak Lane, High Street back to Bus Station. Then the bus continues on a second loop (at xx17past) via Rail Station, London Road, Riverhead, Tesco, Bradbourne Vale Road, Bat & Ball, Wickenden Road, Hillingdon Avenue, Seal Hollow Road, Bayham Road, Quakers Hall Lane, St John's Hill, Mount Harry Road, Rail Station back to Bus Station.

PUBLICITY NEWS

A further two CYJs to appear at stations are "**Continuing your journey from Edgware**" and "**Continuing your journey from Stanmore**", both dated 7/15. "**Victoria Street Map**" is a similar concept to a CYJ which has recently been seen at Victoria National Rail. One side of the A4 sheet has a street index and map of the area around Victoria station, with a red circle on the map indicating a 5 minute walk from the station. The reverse has an advert for Ockenden Manor Hotel & Spa in Cuckfield.

A February 2015 edition of "**Improving London Underground**" is in the same format as the January 2015 version reviewed in TLB607.

A 20 page slimline booklet titled "**Visiting London?**" is finished in the same pink scheme as used in the new Visitor Centres at selected stations. Dated September 2015, it features a cover illustration of Big Ben viewed from Westminster Bridge. Inside is a wide range of information for visitors to the capital. Two pages are dedicated to explaining the various modes of transport for which TfL have responsibility, plus National Rail, each being accompanied by the relevant roundel. The different cards accepted for payment are explained over four pages, although there is no mention of being able to pay for paper tickets using cash at ticket machines! A further three pages explain how to get to London from the airports at Heathrow, London City, Gatwick, Luton, Stansted and Southend, followed by a page for those arriving by coach and National Rail services. The new Visitor Centres have one page of information, alongside a page headed 'Experience London' which encourages tourists to use the Emirates Airline, River services, Santander Cycles, taxis and the London Transport Museum. A double page spread has useful tips, with other tips scattered throughout the booklet in pink boxes. The rear cover has contact details for Customer Services. The centre page has an extra panel allowing a full Underground map to be printed across three panels, while the reverse has a 'Central London bus and attractions map', both of which are undated.

For the third consecutive year, RedRoutemaster.com provided a complimentary service 657 linking the Brentford Festival with Hanwell and Brentford High Street. The festival itself featured a transport display (see TLB613 for the buses present) for the second time. To accompany this, RedRoutemaster.com produced "**Transport Display 2015**", a professional glossy 16-page A5 booklet, with six pages dedicated to an illustrated history of trolleybus routes 657 and 667, including very good colour photos of both routes. Two pages showed the route and timetable for the contemporary 657 serving the festival on 6 September, the company going to significant effort to display laminated versions of these pages at bus stops along the route in order to encourage passengers to travel. Two pages provided details of the vehicles on display in Blondin Park, with a further page providing a history of the Supercar DMS1515 which was on display.

The company also operates route 60S and the TfL bus stop timetable panel is included, showing the timings of the nine journeys provided. Details of the 60S are also found on "**Swinging 60s Shuttle Bus**", a yellow double sided slimline. The front has narrative about the route below a picture of RM1 covered in brightly coloured flowers, with blinds and adverts for the route (which is assumed to be courtesy of Photoshop). The reverse has a table showing the minutes past each hour that each of the stops are served, but no indication that the service only operates on Friday, Saturday and Sunday between 11:00 and 20:00 (with no departure at 15:00). Although operated by RedRoutemaster.com, the service is marketed by Music Heritage London who have published this leaflet.

A second edition of "**Explore London with Santander Cycles**" is dated 'Edition 3 2015/16', the disparity in numbering reflecting that Edition 1 2015 was issued whilst Barclays still sponsored the bikes. The latest edition features a new cover design showing a female cyclist below two kites. Internally the map and information are unchanged.

Recruiting sufficient drivers is a continual challenge for operators across the capital, with ongoing recruitment campaigns being run. "**Put yourself in the picture**" is a multifold slimline from Stagecoach, finished in Stagecoach corporate colours, complete with a 'Stagecoach London' logo not seen on buses. Internally it outlines what the job and training entails as well as providing details of hours, including an explanation of the Spare and Main Rota. Go-Ahead's campaign features "**Your invitation**", a silver coloured multifold slimline laid out in landscape format. Inside narrative and photos outline the benefits of working for the company.

A single sided A5 from London Travelwatch headed "**Join the London Bus Users' Online Community**" allows passengers to sign up to an e mail service to receive notifications about alterations to services they use regularly.

Over three years since the closing ceremony, previously unreported Olympic related publicity occasionally turns up. The latest is "**London 2012 Olympic and Paralympic Games Temporary road changes in Central London Zone Maps 3 & 4 Green Park to Trafalgar Square and St James's Park to Embankment**" in a multifold slimline format. Dated June 2011 it unfolds to show two large scale maps annotated with details of proposed changes to access and stopping arrangements during London 2012. The narrative implies it is some form of consultation aimed at local businesses or those making deliveries to them. The title suggests that at least Maps 1 & 2 were also published and further in the series may also have been released. Further reports welcome.

The Rugby World Cup is being hailed as the biggest sports related test of London's transport network since the critically acclaimed efforts for the Olympics in 2012. Whilst the event has seen the return of magenta signage to venues at stations, significantly less printed publicity has been issued. Two items which have been seen are double sided A5 sheets titled "**Beat the Rugby Crowds**". The front of both is finished in two tone orange and features a drawing of a generic Siemens Desiro EMU above a message explaining that stations will be busier between 18 September and 31 October, with Twitter and internet links to further information. The logos of the Rugby World Cup, Mayor, National Rail, Highways England, Network Rail and TfL complete the cover. On the reverse one version states that Waterloo Station will be busier and gives dates, teams and times for matches played at Twickenham. The second version is for Paddington Station and lists details for matches held in Cardiff, Exeter and Gloucester.

Following the 'The Mini Rough Guide to Hounslow' reviewed in TLB600, Hounslow Council have published "**out & about Hounslow**", a 68-page A6 booklet with a picture of Syon Park adorning the cover. Released to encourage rugby fans attending World Cup matches at Twickenham to explore, it has narrative and photos of the different towns across the borough of Hounslow. Transport interest is limited to the centre map showing Underground and railway stations, plus one page having the 'Fresh adventures on your doorstep' advert for Brentford Sunday Market, as reviewed in TLB613. The book has been available at Underground station across the borough.

The latest exhibition at the London Transport Museum is explained in "**Night Shift London After Dark**". It is a multifold slimline suitably finished in black for the exhibition running from 11 September 2015 until 10 April 2016; the start date aiming to coincide with the original start date of Night Tube services. The last open event of the year at Museum Depot, Acton on 26 and 27 September is promoted in

“Design Uncovered”, a multi coloured slimline which also includes details of the complimenting open day held at the Heathrow Express Depot on 26 September.

Two further Mayor of London slimlines have appeared to highlight events being staged in Trafalgar Square. **“Africa on the Square”** is finished in yellow for an event on 10 October, whilst pink is the chosen colour for **“Diwali Festival”** held the following day on 11 October, a full month before Sikhs and Hindus celebrate.

“Plusbus adds urban bus travel to your train ticket” is the slightly amended title of the latest Plusbus leaflets valid from 6 September until 1 January 2016. The first to be received is for 'South East & East Anglia', with the cover having the same design as the previous edition, complete with purple band along the base. Also seen are versions for 'South West & South Wales' with a yellow band and 'Midlands & North Wales' with a red band.

Following the report in TLB613 of Issue 26 of the Ensignbus timetable book, an eagle eyed reader has pointed out that prior to that Issue 24 had been reported in TLB609. Issue 25 of **“Thurrock Area Bus Times”** was issued to coincide with the introduction of route 12 on 29 June and includes a cover photo of Ensign's 111 departing Lakeside.

A new edition of **“How to find us, Lee Valley Regional Park”** dated March 2015 has been published by the Lee Valley Regional Park Authority. In slimline format it replaces the previous edition from November 2013 which was reviewed in TLB592.

“Your local Centrebus services in Hertford” is one of three A5 booklets from Centrebus which provide timetables for services in a specific town. This issue covers routes 308/380, 333, 378/379, 383/384, 388, 390, H1, H3/H4, M1/M2/M3/M4/M5 (it also lists 395 on the cover but that does not appear inside as it was withdrawn!). The other two are **“Your local Centrebus services in Stevenage”** (routes 10/SB10, SB15/SB16, 44/45, 80, 178, 378/379, 383384, 388, 390) and **“Your local Centrebus services in Hitchin and District”** (routes 80, 81/81A, 88, 89, 188/190, 304, 314). All are dated as 'September 2015' although they are all part of the County-wide service revisions of 30th August. Route specific leaflets for the Luton area are **“Your local Centrebus 17 & 19 service”**, **“Your local Centrebus 34 46 & 231 service”** and **“Your local Centrebus 366 service”**, all valid from 31 August. All of the leaflets feature the customary cartoon style cover, with that for the 17&19 having a flash to promote the enhanced 20 minute frequency.

A new slimline format from Arriva is debuted with **“331 Bus Times”** valid from 30 August. The cover retains the familiar design of a bus surrounded by a halo, but internally the font and timetable layout are to a new design. Also new, albeit repeated from the previous HertsCC leaflet, is the use of an Ordnance Survey map for the route map, with red dots indicating bus stops and larger scale boxes for the key settlements served. Another slimline is **“Bus Times North Herts area”**, a 32 page book also valid from 30 August providing timetables for services 55, 96/96A, 97/98, 391 plus a summary of the 100/101/102. In A5 format is issue 5 as the 'fuller version' of **“100, 101, 102 Bus Times”** and issue 6 of **“310 Bus Times”**, both valid from 30th August 2015. Sapphire branded **“321”** has a new timetable and route guide dated 30 August.

Following the comment about Gracemead Church in the '300 301' leaflet reviewed in TLB613, a member has clarified the title of this bus stop and timing point in Hatfield. Gracemead House was a government office which closed about three years ago. The sign remained on the building so the stop name/timing point remained unchanged. Well over a year ago, however, the building was purchased by a Free Church who renamed the building accordingly and erected a sign showing this. Arriva have subsequently reflected this by renaming the stop and timing point **“Gracemead Church”** so the correct name for the bus stop and timing point is shown in the timetable booklet.

Changes to Arriva services in the Luton area are outlined in a range of A5 booklets valid from 27 September, all using the 'halo' design on the front cover. Issue 2 of **“A Z 38 38D”** highlights that most buses interwork between services A and Z and includes the Busway logo on the cover. The map still shows the terminus as 'Parkside Dog & Duck' (a long closed and boarded up pub) while the timetable calls the timing point 'Parkside Go Houghton'. **“23 27 Bus Times”** has reached issue 4 with the cover highlighting the inclusion of Putteridge High School services 802 & 827 on the cover. **“24 24H 25 Bus Times”** is now at issue 7. An Arriva hybrid-liveried StreetLite adorns the cover of issue 2 of **“28 29 Bus Times”**, with three sweeping green stripes further embellishing the left hand side of the cover. Cover boxes inform passengers of the brand new wi-fi equipped micro hybrid buses (will the average passenger now what this means?) and the inclusion of services 23, 28A and 29A. A new title is **“31 32 33 Bus Times”**.

Hertfordshire County Council have several new slimlines, all with the usual orange, green, cream covers. Valid from 30 August are **“30, 31 Bus Times”**, **“333 Bus Times”** and **“352 Bus Times”**. A further seven are dated 1 September: **“319 Bus Times”**, **“354, 354A Bus Times”**, **“361 Bus Times”**, **“386 Bus Times”**, **“600, 650 Bus Times”**, **“H1, H3, H4 Bus Times”**, and **“M1, M2, M3, M4, M5 Bus Times”**. Valid from 2 September is **“20, 24, 27, 28 Bus Times”**, with **“351 Bus Times”** valid from 5 September. Updated versions of the excellent bus maps have also been published. **“North & East Hertfordshire, Bus Guide, Autumn/Winter 2015”** is dated September 2015 and in the usual style with a local photo on the cover. Verulamium Park is on the cover of **“South & West Hertfordshire, Bus Guide, Autumn/Winter 2015”**, with Mill Green Mill and Museum adorning the cover of **“South & East Hertfordshire Bus Guide Autumn/Winter 2015”**. An undated A5, **“my phone is my ticket”** promotes Intalink's app which allows passengers to purchase bus tickets direct to their mobile phone. A purple flash in the top right corner says 'now available on all Uno bus services'

Metrolink's “Bus times” slimline booklet has a new version for the evening extension of the 84A route and other changes to the 242 and 84. Dated as 'From 26th September 2015' this includes routes 84, 84A, 242, 714, PB1 and for the first time it carries the legend 'Country Routes' below the company name at the foot of the cover. The timetable for route 242 includes the Sunday service operated by Trustybus. There is a cover photo of an Enviro 200 on the 84A in the country services red, white and blue livery.

Sullivan Buses have updated **“Your guide to Sullivan Buses in the Hertsmere & Watford areas”** from 29th August 2015. It has 32 A5 pages with usual red cover featuring a photo of Dart DN02 SUL. Inside are timetables for routes 306/306B,306C,398,B3, B76,B77, 303,358,626,692/699, 823,833, plus details of the first and last buses on TfL route 298.

“Fare & Ticketing Changes” is a multifold slimline from Carousel outlining changes from 30 August. It unfolds to show the company's network, divided into Zones A, B & C. A single panel gives prices for a range of day, week and month tickets.

Buckinghamshire County Council have released a September 2015 edition of **“Your guide to bus services in South Buckinghamshire”**, with 216 pages. The format is the same as previous issues (the most recent being reviewed in TLB609) with three pages of county maps and street maps of Amersham; High Wycombe; Flackwell Heath & Bourne End; Chesham; Beaconsfield; and Marlow 'Local Bus Routes'. A picture of Carousel's new StreetLite 401 is on the cover.

Following the takeover from First, Reading Buses have issued **“the lion”** to promote the rebranded services 4/X4 to Bracknell. Valid from 31 August it is a 32 page A6 book containing a route map, bus stop maps for Wokingham and Bracknell town centres, fares information plus full timetables. The timetables are notable for using 'am' and 'pm' times instead of the 24 hour format more commonly used across the industry.

First have issued **“Slough Heathrow 7 series Timetable”** a new 50 page book. Valid from 5th September, it shows full timetables including the new 24 hour services on the 75 and 78, plus a network map. A small section summarises the National Express services from Heathrow. It has a blue cover, creating a common identity with the buses habitually used on the routes, with contact details on the back. Two new leaflets have appeared for First's sole Greenline route, the 702 linking Bracknell with London. **“London to Windsor and Legoland”** has a prominent Legoland Windsor logo in the top right corner and white Greenline 702 logo in the top left corner. This leaflet has a 'save £2 on a return journey' when presented to the driver. The second leaflet is **“Spending the day in London?”**, a green multifold slimline dated September 2015. The cover and a bubble at the base of the timetable promotes a £9.50 return fare, although a table of fares does not show this particular fare.

Slough Borough Council have updated **“Slough bus map and bus station guide”** with a September 2015 edition in the same format as the April 2014 edition in TLB598.

The Royal Borough of Maidenhead and Windsor have issued **“Maidenhead Rural Bus Times”**, a 20 page slimline with a publication of 1 September. The cover features a photo of a bridge over the Thames. Inside a colour coded map across two pages headed 'Bus Routes West of Maidenhead' shows routes 4, 4A, 5, 6, 7, 8, 37, 53, 127, 155, 238 and 239. A further double page spread shows bus stops in Maidenhead town

centre, with the following two pages showing which route serves each stop and the key places each goes to. Bus stops at St Mark's Hospital are shown on a map using one page, with a further page having two maps. One is for routes 4 and 4A with the other showing routes 238 & 239, both maps showing all stops along the routes. Finally three timetables are provided covering routes 4/4A, 127 and 238/239,

An Autumn, Winter 2015 and Spring 2016 edition of Go Ahead's "**Great Days Out begin with Go Ahead London**" has been released. Valid from 1 September, the multifold slimline contains timetables for regular routes 772, 773, 774 and 775 plus a service from Kingston to Rochester Dickensian Festival on 5 December.

Compass Bus have updated their two excellent timetable books for the Autumn. "**Timetable for all West Sussex & Surrey routes from 1 September 2015**" features an Enviro 200 passing a field of wheat on the cover. The 36 A5 pages continue to provide comprehensive information and timetables for a wide range of routes. Complimenting this is "**Timetable for all East Sussex routes from 14 September 2015**" which now covers services wholly outside of the LOTS area, with a reference in the 'What's changed' column to service 261 at East Grinstead passing to Seaford and District.

Sussex Bus' "**Mid Sussex Bus Times**" is a 48 page slimline dated 6 July, featuring former Yorkshire Coastliner Wright Volvo YK55 ATV on the cover. Service 37 into Crawley is the only service into LOTS territory.

Also marginal to LOTS is an April 2015 edition of "**East Sussex Passenger Transport Map.**" Published by the county council it shows routes into East Grinstead and service 271 as far as Cuckfield.

Another operator to use the 12 hour clock is Brighton and Hove, who have a Winter 2015 / Spring 2016 edition of the excellent "**Bus Times**" in the usual magazine format. Valid from 13 September 2015 until 23 April 2016, issue 58 features a Coaster bus at Seven Sisters Country Park on the cover. As is normal this provides extensive information for bus services across Brighton, including timetables for routes 270, 271 and 273 which reach the LOTS area. The accompanying multifold slimline "**Bus Times Route Map and frequency guide**" continues to focus on key services in Brighton.

Go Coach have four new slimline timetables. "**Bus Timetable 401**" is a silver multifold slimline and features Betty Boop on the cover to reflect the 'Silver Service' branding used on the route's dedicated bus. Valid from 25 July it unfolds to reveal a route map and timetables showing the Sunday only projection from Sevenoaks to Tonbridge. "**Bus Timetables 403**" is double sided, with the reverse showing times for the Monday and Thursday only route to Bluewater from September 2015. Eynsford Ford features on the cover of "**Bus Timetables 421**", a multifold slimline valid from September 2015. The schoolday journeys to Trinity School on route 409 are promoted on the cover and shown in the timetable, although the 409 route number is not shown on the timetable or accompanying map. 'We're back!' is the proud proclamation on the cover of "**Bus Timetable 478**", featuring a photograph of a windmill. It is valid from 21 September.

Also from 21 September is a revised issue for routes "**416 417 (including bus 311)**" into Gravesend. Like the 478 issue noted above, the emphasis on KentCC in the previous issues is now replaced by the colours and design of the operator, in this case Redroute Buses with a dark red cover.

A new operator to this column is Sevenoaks based County Connect who have issued A5 leaflets for a selection of 'shopper' services. "**your new fast shopper bus to Bluewater**", a double sided A5 leaflet for Monday only route 702 and Friday only 712. Dated 4th September, the front lists key calling points, with full times for both routes shown on the reverse. "**your new fast shopper bus to Bluewater bus 708**" and "**your new fast shopper bus to Bluewater bus 415**" are single sided A5 sheets showing timings for the routes from Wednesday 2 September and Thursday 3 September respectively. Schoolday only route 221 has another A5 headed "**your new school bus to Tunbridge Wells Schools**" showing times from 2 September.

Issue 21 of Arriva's "**the 402**" is dated 30 August and features route branded Versa KX61 FHN surrounded by a halo on the cover. Since the last edition reviewed in TLB607 reference to route 403 has been removed, but schoolday routes 400/442/443 remain. The Sunday service operates as 401, which is shown on the relevant tables of this 12 page A5 book.

"**Discovery. Your ticket to explore. Now available in Kent and Medway**" is a double sided blue A5 providing information and prices for this multi operator rover ticket. A note informs passengers that all major Kent and Medway operators will be part of the scheme from 6 September, although passengers will have to already know who these operators are as no list is provided. The logos for Kent and Medway councils feature on both sides.

CURRENT VEHICLE NEWS

This section covers the current vehicle news (including initial disposals) pertaining to bus operators within the "TLB" area, roughly comprising the old LT/LCBS areas

New vehicle orders:

Abellio: 4 x E20D 8.9m for route 481.

CT Plus (Hackney CT) 1 x E20D 8.9m for route W5.

Go-Ahead London: 20 x Volvo B5LH/ MCV EvoSeti.

New Bus for London (NBfL) and New Routemaster (NRM):

In mid-September, it was decided that finally the LTs would be retro-fitted with some opening windows, six on upper deck, two on lower deck. After four years of consistent passenger complaints and denials by TfL that there is anything amiss, this is most welcome as it is obvious to everyone who travels regularly that the air blowers are just not sufficiently effective to make the saloons comfortable. Vehicles currently in production should have them fitted from new although we are not sure where the break-point in the fleet numbers occurs. At least the first few of the 'route 149 batch' that have started to come across the Irish Sea still have fixed windows. The modifications are designed to maintain the structural integrity in the design. The programme will cost £2 million and would be complete by the Summer of 2016.

Meanwhile, a recent announcement from TfL has stated that the production of the 'last 200' will be more drawn-out with completion by the end of July 2016 rather than the end of April 2016. Thus far, there has been no announcement – only a 'suggestion' - of any further LT orders.

As to the battery replacement programme, it is understood that vehicles up to LT 290 are affected. They are understood to be receiving Microvast batteries which are already fitted to later numbered vehicles and have proved to be successful (so far anyway).

The name 'New Routemaster' had been retrospectively applied to the LT class midway through its production run, although that was never a formal name. The NBfL (New Bus for London) has been the formal name on the licensing documents and the maker's body plates on the vehicles up to LT 512. Presumably the 'missing four' 513-516 will be similar. However, from LT 517, i.e. the buses with the modified rear door arrangements, licensing details and maker's plates have now changed to formalise the name as NRM (New Routemaster) - see Arriva London and Metroliner entries below. By the way, the NRM plaques on the rear stairs did not reflect the formal type name.

Other general news

See General & Industry News, page 4, in this TLB for details of the new **Enviro400H-City**, the first of which are due soon for Arriva London.

Adding to TLB 613 **Brentford Festival** report, the Titan was T 1100 (not 1101).

The **Rugby World Cup** at Twickenham (and elsewhere) is resulting in some special services. For example, at Twickenham on 15Aug, 05, 18, 19, 26Sept, 03, 10, 17, 18, 24, 25, 31 Oct, four special bus services operated: (i) Hounslow Civic Centre - RFU Twickenham (calling at

Hounslow Central Station); (ii) Kempton Park - RFU Twickenham; (iii) Richmond Station - RFU Twickenham (pre match only) and (iv) RFU Twickenham – Waterloo Station (calling at Richmond) (post match only): A massive operation was mounted involving several 'red London' companies plus Ensignbus, Arriva the Shires and Arriva K&S. They operated generally at 3 to 5 minute frequencies.

ABELLIO LONDON (BC,QB,WL garages), **ABELLIO WEST LONDON** (TF,WS garages) and **ABELLIO SURREY** (BF)

Thirty-nine LTs are due at Battersea (QB) for route 159 – these *should* be LT 602-640, subject to confirmation in December. Demolition of the building by the railway arches next to Walworth Garage was done in August, so that expansion of the garage can be achieved in due course.

Although three of them (see below) didn't move straight away, the five E200s (8522/3/4/6/7) that are transferring into Battersea and listed in TLB613 are for the pvr increase on route C10, which is being introduced on 10th October well in advance of the contracted March 2016 date and for which new longer (10.8m) E20Ds have been ordered.

E400 9493, which hit a wall on 18th July, was returned to service on 17th September.

More repaints are of 9071, 9518, 9523.

Fleet numbers for the vehicles ordered (as in TLB613) are 8210-8219 for the ten 8.9m E20D for the 367, another four 8.9m (8220-8223) for the recently awarded 481 and then 8844-8864 for the 21 x 10.8m E20Ds for the C10. All are due next March. The gap in fleet numbers at 8208/09 are for two 8.9m E20Ds at Glasgow Citybus.

Transfers (September):

Correction to TLB613: 8524/6/7 stayed at BC (for the present). 9493 QBu/QB.

Detail changes

Dart 8020 from B29F to B23F.

E400s 9517/18/20/22 from H41/26D to H41/24D. Of the full batch 9505-9523, just 9519/21/23 to be checked please.

Disposals: (including updates to TLB613 page 34)

Darts 8044 and 8053 to Southdown PSV (as dealer) (August) and which have been sold on to 'theSussexBus.com' at Burgess Hill.

Dart 8046 and Solo 8852 to 'The Bus Doctor', Otford, Kent (September).

Darts 8086-8095 inc - to Dawson Rentals (August). Of these, 8088/94 have gone to Halton Nos.17/18.

Dart 8434 to National Driving Centre, Croydon (September).

ARRIVA LONDON (part of Deutsche Bahn)

ARRIVA LONDON NORTH - AD, AE, AR, CT, DX, E, EC, SF and WN.

ARRIVA LONDON SOUTH - BN, BS, N, TC and TH.

The new all-electric EMCs started to enter service on 8th September on route 312 and the whole batch followed over the next week or so. They are to the new 10.8m length, using the same body as would be fitted to those with Euro-VI engines. Together with EMC 1 and 2 already in stock, the route is intended as the first in London for 100% electric operation.

Another forty-two LTs are due this month for route 149 and are to be LT 512-516 and 564-601. Of these, 564/6/7 and 584/6 were at Heysham Docks on 27th September, maintaining the tradition in splitting each route batch into two number blocks from two production lines. LT 586 was of course the bus that was loaned in August to Reading. Meanwhile, LT 1, 2 and 3 remain in store due to an "unforeseen delay" in their pre-service preparation.

The loss of route 168 from 26th September enabled the move of most of the batch of Enviro400s (T 66-83) from Ash Grove (AE) to Barking (DX) for the double-decking (and pvr increase to 15 from 17th October) of route 173. Some of those not yet moved – T 77-80 – have gone sway for a refurbishment before going to DX. This was well under in early October, with both Ts and VLAs in use. In turn, Enviro200s ENL 49-61 are moving to Thornton Heath (TH) to replace the last Euro-II DWLs (DWL 1-11 and 16) on route 255. All were expected to have made the move by the time you read this. In reality, three of those DWLs have been off the road for some time and the 255 has been propped up with DWSs and PDLs.

The prototype ADL Enviro400H-City, unveiled during September at the Coach&Bus Live Show at the NEC on 30Sept/01Oct complete with Arriva fleetnames, is due to be delivered to Arriva London for familiarisation training during October. Delivery of the production batch of nineteen E400Hs ordered for the renewal of the contract for route 78 will be of this variant, although there is no delivery date yet.

DW 65 suffered frontal damage in an accident while on route 254 on 8th September. Meanwhile, the two LTs that collided on 10th August were back in service on 20th September (LT 529) and 25th (LT 491). Recent refurbishes include T 14, 17, 19, 21 while VLW 128 is a recent one-off repaint.

Odd workings: another manifestation of the move of HVs into Palmers Green with new blinds is the occasional appearance of the type on route 102, the first being HV 60 on 23rd August. Route 329 joined in with HV 66 on 30th September and HV 58 and 64 on 2nd October.

New deliveries: (3,4,6,8,9= August, 5,7 September)

EMC 3-9 (LK15 FKB/D/E/F/G/H/J) Optare MetroCity MC1080EV 10.8m B29D. ULW 8000kg.

Amendment to TLB 611 page 20 and 612 page 32: although earlier numbered LTs have been plated and formally licensed as NBfLs rather than 'New Routemasters', those from 517 onwards (thus 517-542 for Arriva) are now plated and licensed as NRMs.

Transfers:

(April): DWL 7 TH/THu. (July): DWL 11 TH/THu.

(August): DLA 178 Nw/ECw. EMC 3, 4, 6, 8, 9 --/TCu. VLW 56 AEw/ECw.

(September) DLP 80 ECw/ECt (engineer's dept). DW 16 TC/AE. DW 18 TCu/E. DW 25 ECu/E.

DW 61 ECu/AE. DW 65 AE/AEu (accident). DW 401 AR/E. DWL 2, 3, 5, 6, 8, 16 TH/THu.

DWL 47, 48, 51, 52 BDw/ECw.. EMC 3, 4, 6, 8, 9 TCu/TC. EMC 5, 7 --/TCu/TC

ENL 49, 50, 53-60 DX/TH. LT 491, 529 SFu/SF (ex accident repair).

MET 1 ARt/ECt. PDL 122 EC/TH. PDL 137 EC/ECw. PDL 138 ECu/EC.

T 66-69, 71-76 AE/DX. VLA 104, 106 BN/DX. VLW 127 AE/CT.

Livery changes:

LT 4, 205, 317, 319. 524 to all-over adverts for Strongbow.

LT 182 to all-over advert for Spectre 007 (new James Bond movie).

LT 335 to all-over advert for G-Star Raw.

LT 538 from all-over livery for 'Green Bus' to advert for Strongbow.

Registration Changes:

DW 7 Reg WLT 807 returned to Arriva by Ensign Bus and re-reg'd at Ensign back to LJ03 MVU.

ENS 27 from LJ12 BYP to WLT 807.

Disposals:

DLA 126, 132 to Arriva Southern Counties as trainers at Maidstone (September).
DLA 179, 183/4/5/6/8/9. 190/1/3/4/5/9 to Lister PVS, Bolton (September).
DLA 342 to Lister PVS, Bolton (September).
DW 6 to Ensign Bus (June).
DW 7 to Ensign Bus (September).
DW 8, 13, 20, 21, 27, 28, 29 to Reading Buses (September).
DW 63, 75-80, 83 to Arriva the Shires (September).
DW 213 to Arriva Southern Counties (September).
DWL 42 to ----?? (by September).
DWL 43, 45, 46, 49 to Arriva the Shires (September).
PDL 137, 138 to Arriva Southern Counties (137 is now 1632) (September).
VLW 102, 103 to Arriva North East (September).
VLW 123 to Ensign Bus then on to Sullivan Buses, South Mimms (September).

'ARRIVA SOUTHERN COUNTIES group', Maidstone (part of Deutsche Bahn)

Arriva Kent Thameside Ltd: (DT, HA, NF and GY) and **Arriva Kent & Surrey** (GF and part TW), **TGM** (HE- Heathrow), plus occasional mentions of vehicles at other garages where there is some relevance to our area of coverage:- A-K&S (GL,MD,NE,SH,TW) plus Colchester (CO) and Southend (SE).

The loans to Harlow had nearly finished with the transfer early in September of Arriva Midlands Dart 2217 (T47 WUT) for a further period of loan to Arriva K&S at Maidstone. Solo 1459 is now back at Harlow after a long absence. B7RLE 3859 (HA) suffered an electrical fire on 20th September when in service at Stansted Mountfitchet but should be back in use by now.

Dart 3413 (HA) into Arriva livery. E200 4043 (NF) has had a repaint, losing its 499 branding. At Guildford, SB200s 3753/7/8, Citaro 3901 and B7RLEs 3733/4 have gained MAX colours with the dark blue fronts but so far without any branding. Thus, once the 'MAX' system eventually gets under way on routes 34/35 it will be on three distinctly different types.

Odd workings: Volvo B7TLs on the 27 in Guildford including 6438 on 14th September and 6402 on 18th, with 6402 on the 436 on 22nd. At Northfleet, 'Sapphire' E400 6452 was on 423/433 on 24Aug and 6450 on the 423 on 10Sept, while the solitary 'Sapphire' SB200 3762 worked on the 483 and 308 on 25Aug. A most notable event was of 'Fastrack' StreetLites 4310 and 4317 on the 489 on 3rd September. From Grays on 28th September, Volvo d/d 6211 worked just one round trip on the 375 at Romford to cover a breakdown of the one normal s/d bus. Dartford's newly-acquired Dart from London (1632) was soon passed to TGM for the E10 from 26th September. DW 213 is for TfL 66 (+1 pvr).

Acquired (September) From Arriva London:

DLA 126, 132 (V326, V332 DGT) They are at Maidstone as trainers.
DW 213 (LJ09 SSU) Wrightbus DB300 Gemini 2DL Integral 10.4m H41/24D – 2009.
PDL 137, 138 (SN06 BPE, BPF) AD Dart SLF- AD Pointer 8.8m B23F – 2006.
Of the above, PDL 137 (once ASC 1624) has become ASC 1632, the others are as yet unknown.

Transfers (September)

1553 NFU/AK&S(GL). 1632 --/DT/HE. 3701 HA/HAw. 3757 MDu/GF.
DW 213 --/GY. PDL 138 --/??
Disposal: (August): Dart 1553 out of area to A-K&S at Gillingham (September).

ARRIVA THE SHIRES, Luton (AY,GR,HH,LB,LD,MK,SV,WB,WE) (part of Deutsche Bahn)

Volvo B7TL 6123, which suffered a fire as long ago as 27th May 2014, has been at Milton Keynes for rebuild and finally returned to service on TfL work on 26th September. Not only has it been rebuilt but it has been internally refurbished with leather seats. Leighton Buzzard's Solo 0441 has been refurbished with leather seats and repainted, still orange but with revised 'D1 Dash Direct' branding. The first of the SB200s to gain Sapphire livery are 3760/69/70 (MK); thus far though, it is just the colours not the branding, while 3771/72/75/76 are next. To 'normal inter urban' livery is E300 3566.

Odd workings: All much of the same at Garston with 'Sapphire' buses on the 10 and 324 and 'non-Sapphires' on the 321; Red 'TfL' Solo 2472 was rather more notable on route 10 on 15th and 17th September and Cadet 4539 on 321 on 25th. 'Sapphire' E400s on the 500 are fairly common now.

Wycombe's five StreetLites are named as what are described as 'Wycombe Legends'. These are:

2518 Gareth – after Gareth Ainsworth, the present manager of Wycombe Wanderers FC.
2525 Frances – after Dr Frances Alexander, Head of Wycombe Environmental Centre.
2526 Peter – after Peter Cartwright, former District and County Councillor and Mayor, but better known by many of our members as the organiser over many years of bus running days at Amersham, Hemel, Slough and Uxbridge.
2527 Ricki Akhter - after Ricki Akhter Hussein, a prominent charity and voluntary worker.
2528 Benjamin – after Benjamin Disraeli, a former Prime Minister who came from the area.

Inward loans from Arriva Midlands North:

2109, 2114, 2125 (Y385, 391, 382 HKE) Dennis Dart SLF – Alexander Pointer 2 8.8m B27F - 2001
These are on loan as cover for the repaint programme of SB200s going 'Sapphire'.

Acquired (September) from Arriva London:

DW 63, 75-80, 83 (LJ04 LDD, LGN, WLT 676, LJ04 LGV/W/X/Y, LFW)
VDL DB250LF – Wrightbus Pulsar Gemini 10.3m H43/21D – 2004.
(DW 63, 75, 78, 80, 83 had been previously on loan since August).
DWL 43, 45, 46, 49 (LF02 POH, LF52 UNW, UNX, UOA)
DAF SB120 – Wrightbus Cadet 10.2m B22D – 2002.
Of the above, some fleet numbers are known: 6042/3/4/5 (ex DW 63, 80, 83, 75), 6048 (DW 78).

Transfers (September)

Amendment to TLB613: Delete entry for 3496 HH/HHu – it went to Hardwicks as noted below.
AMN 2109, 2125 --/MK. AMN 2114 --/SV. 3237 WB/WBw. 3307 WB/AYw. 3458 WB/WBw.
3760 SV/MK. 6029 GRu/MKu. 6123 MKw/GR. DW80 (6043) AY/WB. DW83 (6044) WB/SV.

CAROUSEL BUSES, High Wycombe (within the Go-Ahead Group)

No.418 is back in stock and repainted red with 'Red One' branding. No.553 (see TLB611 p23), after some delay, should be here in October.

Acquired, from Thames Travel (September):

418 (AE59 AWH) MAN 14.240 – MCV Evolution 11.3m B43F – 2010.

709 (MX08 MYV) Optare Solo M950 B33F – 2008.

Disposal: Dart 480 (P480 MLE), the elderly bus that had been restored to stock in October 2014, left again in October 2015 to Oxford where it will be donated to a school as an extra classroom.

CENTREBUS, Luton and Stevenage

In addition to the transfers into our area listed below, E20D 586 (YY15 GDU) did get to Luton after its temporary use at Leicester. Another withdrawal is Solo 365 (T298 BNN). The two new E20Ds below arrived at Luton at the very end of September but details are not yet fully reported.

New deliveries (September)

519 YX65 RFO AD E20D – AD Enviro200 10.8m B39F

520 YX65 RHV AD E20D - AD Enviro200 11.3m B38F.

Transferred into our area:

239 YC51 HAA Optare Solo M850 B33F – 2002 (from Saxby to Luton).

517 YX63 ZVT AD E20D – AD Enviro200 10.8m B39F – 2013 (from Corby to Luton).

593,594 YY64 GWL, GWM AD E20D- AD Enviro200 11.3m B41F – 2014 (Dove Holes to Luton).

764 FX04 TJY DAF SB200 – Wright Pulsar B44F – 2004 (from Grantham to Luton).

Transferred out of our area:

E20D 510 (YX60 DXR) from Stevenage to Corby.

Scania L94UB 702 (K7 YCL) from Luton to Dove Holes.

VDL SB180 660 (YJ60 GFE) from Stevenage to Leicester.

Disposal: Dart 522 (W922 JNF) has gone from the fleet.

COMPASS TRAVEL, Worthing

The 'Surrey' allocation at Dunsfold of four E20Ds SK15 HBC/D/E, YY15 NHM and the two StreetLites MX62 AWU/Z have been treated to modest branding. Above the side windows is the legend 'Serving the Surrey Hills'. It is on the white painted area on the E20Ds but is not so obvious on the glass area above the side windows on the StreetLites. No doubt the 'spare' StreetLite MK63 WZX will remain in normal livery. Indeed the occasional Enviro200 from the main base at Worthing is sometimes needed when any of the seven Dunsfold-based vehicles are off service for any reason.

COUNTY CONNECT, Wrotham

The first vehicles for the new services described in TLB612 page23 are:

H610 PVW Leyland Olympian –Alexander H47/31F – 1991 - formerly 91-D-1078 at Dublin Bus and acquired from Rodger, Corby. It is bright pink all over with purple trim and fleetnames.

R4 HLC Dennis Javelin – Berkhof C51FT – 1998.

COURTNEY BUSES, Finchampstead

On order are two Volvo B8RLE/ Wrightbus Eclipse-3 Euro-VI single-deck buses.

A blue Versa demonstrator YD63 UZN (V1110 B37F) is on loan at present.

ENSIGNBUS, Purfleet

From 13th to 24th September, Ensignbus ran a shuttle bus for ASDA at Gravesend when there was some work taking place at the store, using E200 YX11 HPU from the sales stock.

Acquired for service from sales stock (formerly Arriva London VLW 99)

101 (PIJ 601, ex LG52 DDA) Volvo B7TL –Wrightbus Eclipse Gemini 10.1m H41/21D – 2003.

It has now been converted from H41/21D to H43/27F.

FIRST IN BERKSHIRE (First Beeline Buses Ltd) (BL, CY, RG, SH depots)

Just to formally record that from 28th August and following the closure of Bracknell Depot and the adjacent offices, the registered Head Office for First Beeline Buses Ltd was changed to 283 Empress Road, Southampton, alongside that of First H&D. Legal lettering was immediately altered on the Berkshire vehicles.

Transfers: RMC 1510, RML 2735 BL/SH. TN 33143/179 BL/SH.

Disposals: Trident 33153, Citaros 64005/015/019 to First H&D (September).

GO-AHEAD LONDON

BLUE TRIANGLE - BE; **DOCKLANDS BUSES** – SI; **LONDON CENTRAL** - BX, NX, PM and Q; **LONDON GENERAL** - A, AF, AL, BV, MW, NP, PL, RA and SW; **METROBUS** – C, MB..

The last of the latest batch of WSs to enter service was WS 61 on 12th September and in turn WS 35 was the last of the older batch in service on the 11th. Technically, WS 33-48 passed back to Wrights ownership and to what is described as the 'Go-Ahead Reserve Fleet'. Presumably that means that they may turn up elsewhere in the Go-Ahead empire.

Introduction of LTs onto route 88 continued to be fairly slow, although by 30th September just four (506/7/8, 512) were still in preparation.

Following the LTs onto the 88, the intended cascade of some Es to replace Euro-II PVLs has finally been possible. The main target were those on the 132 at Bexleyheath, which you may recall was hurriedly double-decked during the run-up to the London Olympics in 2012. Only PVLs were available then and only now can they be replaced; nothing wrong with them of course, just that those Euro-IIs used on TfL routes must come off service by the end of this year. In late September, six of them moved just seven miles away from BX – to Go Coachhire at Swanley where they will no doubt have a new lease of life on school services in north-west Kent. Just eight Euro-II PVLs were left in TfL passenger service by the end of September; 115-SI, 152-NX, 154-BX, 169-Q, 170-AL, 215-NX, 232-A and 233-MW, all "one-off" spares at their respective garages.

More WHVs have continued to arrive and the early use on route 202 was switched to the 119 although, as deliveries progressed, they are

now on the 202 once more. Delivery of the new MECs was fairly swift, the first couple entering service on route 358 on 11th September, all being in service within a couple of weeks. The main batch of Scania OmniCitys off the 358 were equally swiftly moved from Orpington to store at Belvedere prior to being despatched to Ensign Bus. A small side-effect is that the shorter OmniCitys in the 561-567 batch that had been used to prop up the 358 started to return to route 293. The 293 has been mostly double-deck for some months while they had been away, so such double-deck appearances should now be diminished.

SEN 10 was noted at ADL Harlow in September. Two reports received this month concerning PVLs 284, 290 and 371 having acquired rear-end silver grilles. What are these for? Re TLB 611, delete the repaint of E 179. Other recent repaints have included E 55, SE 28, MANs 709, 717 and 720,

Odd workings: route 126 sees plenty of double-decks using Es and WVLs. Initial wanderings of WHVs were to the 64 (3rd Sept), 127 and 293 (both on 18th), while on the 21st and 25th an E turned out on the newly acquired route 246. Two of RA's MECs (21 and 42) remained at NX for the 108 throughout September, although MEC 6 returned home at the beginning of the month. A 'first of type' was WVL 430 on the 135 on 25th September. Long E200s are quite frequently on the 233, allegedly restricted to short buses. Orpington local R9 has seen Daily double-decks all summer.

RML 2604 worked School bus 669 and the 772 to Brighton on Friday 18th September. Citaros MEC 8, 22, 30 and 31 were used by the LT Museum at Acton on 26th September to transfer people to Old Oak Common Rail Depot as part of the 'added attractions' of the Open Weekend.

On 23rd September at about 06:20, SE 244 (SW50) on route 322 was in collision with a parked car and crashed into the front of a Thai restaurant at Crystal Palace. Although the bus driver was taken to hospital, there were no injuries to anyone. On the 26th at about 12:45, LDP 191 on route 376 collided with a parked car in Beckton with only fairly minor damage to the bus,

The trade press is reporting that twenty Volvo B5LH with MCV Evoseti bodywork have been ordered. As we closed for press, this is cannot yet be confirmed with the company.

New deliveries (September)

WHV52 (BF65 WJA), 53-60 (BP15 OMC-E-B-K-J-L-F-D), 61-68 (BF65 WJD-E-C-K-N-M-J-V)

Volvo B5LH - Wrightbus Gemini 3 10.6m H41/21D - ULW 11245 kg.

Please note that this new design is marginally longer and, now that the maker's plates have been scrutinised, they are 10.6m rather than 10.5m. So please amend TLB 613 page 30.

MEC 51-58 (BF65 HUI-O-K-P-U-V-Y-Z), 59-69 (BF65 HVA-B-C-D-E-G-H-J-L-K-M).

Mercedes Benz 0295 Citaro 12m B36D, ULW 11125kg. Note that the 0295 model has the Euro-VI engine, the 0530 had been the Euro V and IV. As with several other batches of new buses this year, errors in the matching of the booked registrations with chassis and fleet numbers has meant that 52/53 and 67/68 have swapped identities from the 'booked' registration marks as listed in TLB 613.

Transfers:

(August): LDP 265, 266 PL/BVu.

(September): E 129-131, 133-137 SW/BX. E 132 NX/BX. E158, 159 SW/AL. E 213, 214 C/MB.

LDP 191 BE/BEu (accident). LT 457/8/9, 478/9, 482-487, 501/3, 510/1 BVu/SW.

MEC 6 NX/RA. MEC 51-69 --/BVu/MB. PVL 160-167, 229 BX/BVu. PVL 232 PM/A.

SE 244 SW/SWu (accident). SE 255, 260 PL/BE. WHV 52-68 --/C. WS 35 NP/NPw.

514-520, 522-526, 528, 530 MB/BVw. 565, 567 MB/C. 718, 721 C/MB.

(October): LT 506/7/8, 512 BVu/SW.

Outward loans: 456 and PVL 264 to Go Coachhire, Swanley (September) but now returned to GAL.

Livery Changes: LT 53 to all-over advert for G-Star RAW.

LT 50, LT 52, LT 64, LT 283, LT 307, LT 418, LT 433, LT 480 to all-over advert for Strongbow.

LT 424 to all-over advert for Spectre-007.

LT 450 to all-over advert for John Lewis.

Disposals:

PVL 162-167 to Go Coachhire, Swanley (September)

Scania OmniDekka d/ds 432, 434, 439, 447, 457 to Ensign Bus (September). These have already been sold on to Rotala as their fleet Nos. 40413/4/2/5/1 respectively.

Scania OmniCity s/ds 514, 516-520, 522, 524, 526, 528, 529 to Ensign Bus (September). Of these, 529 had accident damage since 11th July.

GO COACHHIRE, Otford and Swanley, Kent (incl. 'The Bus Doctor')

Two KentCC-owned Solos arrived here from Stagecoach East Kent in early September, GGK is now in yellow fleet livery for use on route 478 that was taken over from Nu-Venture from 21st September, although GGF is silver and should be the regular bus on school route 431 which will interwork to a new local route (8) when that begins in Sevenoaks on 2nd November.

From the beginning of the school term in September, Go Coach has had Metrobus Scania d/d 456 (YN03 DFC) and Blue Triangle PVL 264 (PN02 XBM) on loan, until their 'new' PVLs arrived. Indeed, all but two PVLs were in use by the end of September and the loans returned home.

It is expected that the former Fastrack Volvo B7RLEs 3801-14 - now KentCC owned - are likely to be stabled with Go-Coach at Swanley for the time being.

Olympian P937 MKL will be the Kent CC bus, having gained parts from sister vehicle P927 MKL. The Bus Doctor acquired former Stagecoach East Kent Volvo Olympian EK 16503 (R503 UWL) in July and sold for scrap in August. 'The Bus Doctor' has also acquired Abellio Dart 8046 (V306 MDP) for spare parts - no doubt for sister buses V303 and V305 MDP! Abellio Solo 8852 is also with 'The Bus Doctor' and repainted all white for re-sale.

Acquired (August) from Stagecoach East Kent Nos. 47560/61:

YJ59 GGF, GGK Optare Solo M980SR B30F - 2009.

And from Go-Ahead London (September), formerly PVL 162-167 resp.

X562/3/4, 656, 566/7 EGK Volvo B7TL- Plaxton President 10.0m H41.20D - 2000.

Disposal: Olympian P927 MKL, having donated some parts to P937 MKL, was sold in August.

HCT GROUP (t/a CT PLUS)

More Tridents with the revised blind boxes are HTL 3, 9 and 11. Scania SD 1, accident victim on 4th June, was back in service on 28th August after repair at ADL Harlow. Of the two Solos (OS 17 and 18) that had been on the NHS contract, 18 went into normal red livery some time back

but 17 had been stored – it has now left. One new 8.9m E20D has been ordered, as the pvr top-up on route W5 with its tender award in February 2016

Disposal: HTL 13 is confirmed as having gone to Dawson Rentals.

OS 17, the former NHS contract service Solo, left the company in September.

LONDON CITY TOUR, Bedford

Correction to TLB607 page 25 and Fleetbook 2015: In the event, Volvo B7TL Y233 NLK did not come here, but Y207 NLK did instead. The latter is a full open-top. Y233 NLK was sold elsewhere by Ensign Bus as noted in TLB612 page 45.

LONDON SOVEREIGN – BT and SO (part of RATP-DEV) and

LONDON UNITED - AV, FW, HH, NC, PK, S, TV and V garages (part of RATP Dev).

Transfers: (April 2015): Correction to TLB 610 page 29: TA 241 TV/PK (not TV/S).

(September): DPS 586, 591 SO/NCw. DPS 587/8/9, 590/2 S/NCw.

SP 16 FW/TV. TA 220, 225 AV/TV. TA 232, 233 AV/FW. TA 236 TV/PK.

Livery changes: ADH 6 to all-over advert for Green Bus.

LT 120 to all-over advert for Spectre 007 (new James Bond movie).

LT 130, 131, 153, 156 to all-over advert for Strongbow.

LT 157 to all-over advert for John Lewis.

VH 21 to all-over advert for GANT.

Disposals:

DPS 586-592 being sold (October). Of these, 587/8/9, 591/2 went to auction on 7th October.

TA 283, a deroofting dating from 10 November 2014, went to Ripley's (by August).

METROLINE TRAVEL - AC, AH, EW, HD, HT, KC, PA, PB, PV and W garages, also

METROLINE WEST – G, HZ, ON, UX and WJ garages.

(Within the Comfort Delgro group of Singapore)

A slight aberration in TLB 613: it is LT 543-563 (not 563-583) that arrived here for route 16, all were delivered between 7th and 25th September. An unusually speedy entry in service followed, with six of them going out on the 16 on Friday afternoon 25th, the very first being LT 546 (W604) at 12:54. By the 30th, all but five (543, 552, 561/2/3) were in service. Part of the rush was due to Metroline taking over route 168 from Arriva from the 26th and TEHs off the 16 having to be hurriedly fitted with new blinds for the 168.

The first of five BYD electric double-decks arrived at CELF Perivale on 24th September. It is plated as Type K8SR, not K10E as was assumed earlier this year.

One of the five LTs that have been off for some time with accident damage, LT 104, was returned to service on 25th September. TE 1745, deroofted by a tree on 2nd February 2015 in Kingsway (Holborn), came back from repair at H&D and was transferred to Uxbridge. TEH 917 is a recent repaint and is now all red (no longer adorned with green leaves). Also sporting new livery during September are DEs 1003, 1598, 1603/05/08/09, 1628, 1631; SEL 755 and 809.

Odd workings: 'MMC' TEH 2084 was on the 16 on 28th September. VWH 2027 on the 82 on 4th October was exceptionally rare. . Until all the LTs were available for the 16, a few TPs (up to about six per day) appeared on the 32. Route U4 (UX) is mixed TP/TE/VP, correcting the note in TLB613.

The Willesden Garage Open Day on 19th September featured some special free bus services: 8B Garage & Kilburn Park, 52A Garage & Kingsbury (circular) and 666 Garage & Neasden Temple (circular) using LT 190 and RML 903 plus preserved RM 2208, RML 2589 and T 961.

The twenty-three VWH's due for Route 295 (VWH 2122 - 2144) are planned to be registered as - LK65 EAX/Y, EBA/C/D/F/G/J/L/M/N/O/P/U/V/X/Z, ECA/C/D, EOA/B/C.

Stansted Citylink is a new subsidiary of ComfortDelgro and has been set up to provide a 24 hour non - stop coach service (767) from St Pancras (Midland Road) to Stansted Airport, starting on 11th October, every 30mins daytime, hourly at night. Ten Mercedes Turismo 51-seater coaches have been ordered fitted with wheelchair and toilet facilities. They will be based at Perivale with maintenance undertaken at CELF. They will be in a livery of blue and yellow, similar to that of Scottish Citylink. As these vehicles will not start delivery until mid - October, ten coaches are being hired in to start the service. Details are to come, but at least five or six will be surplus Stagecoach Megabus vehicles.

New deliveries: (September)

BYD ***** (un-regd) BYD K8SR 10.2m H37/17D (+27 standing). This is the first all-electric double-deck. The designation K8 prefix refers to it being a 10-metre (ish) bus. The initial pictures from China were captioned as K10, but it is now known that this designation refers to the tri-axle (12 or 12+ metre double-deck) that BYD is building for KMB Hong Kong. Not sure what 'SR' means though.

LT 543-563 (LTZ 1543-1563) Wrightbus NRM 11.3m H41/22D (+19 standing), ULW 12400kg.

Ref TLB613, DEL 2149 was indeed delivered in September (on the 2nd).

Transfers: (h suffix = Hertfordshire Commercial Fleet)

(September): BYD d/d --/CELF. DEL 2149--/CELFu. DEL 2153 CELF/UXt.

LT 104 HT. LT 190 Wt/HT. LT 544-551. 553-560 --/CELF/W. LT 543, 552, 561/2/3 --/CELF.

MM 817 PA/AH. DE 997 AH/PA. DE 1171 W/KC. DE 1601, 1602 PA/UX.

TP 1514/25/26/32/34/36 W/PVw. TE 1745 HTu/UX (ex roof damage).

(October): LT 543, 552, 561/2/3 CELF/W.

Livery changes: LT 20 to all-over advert for John Lewis.

LT 12, 34 to all-over advert for Strongbow.

LT 37 to all-over advert for G-Star Raw.

Disposals: TPL 261, 278 to Ensign Bus (September).

OFJ CONNECTIONS (formerly TGM GROUP Ltd) in London and Surrey

There is a new livery for the Kingston University double-deck buses, being all-over grey with a light blue band between decks reading 'Kingston University'. So far Scania Y59 NZM and NZN plus YN08 OBY are done – no doubt YN08 OBZ has also been repainted but not yet confirmed..

Grant PALMER, Flitwick

Additional to TLB612: The new E20D SK15 HFP is 8.9m B29F.

Acquired (September): via Ensign Bus:

KX51 UDE Dennis Dart SLF – Plaxton Pointer 10.7m B37F - 2001.

NA52 AWJ Dennis Dart SLF - Plaxton Pointer 8.8m B25F- 2002.

Disposal (August): Dart R142 RLY to Hardwicks for scrap.

QUALITY LINE and EPSOM BUSES (Epsom Coaches group) (part of RATP Dev)

Odd workings: OM 04 on 463 on 16th September was quite rare. On the X26 it is by no means unusual for the odd OV, OM and DD to appear, sometimes to replace or to supplement the Citaros.

Detail change: E400 DD 02 from H41/26D to H41;24D,

Disposal: Dart SD38 (PL05 PLN) to Routemaster Buses, Nantwich, Cheshire (September).

RED EAGLE BUSES, Aston Clinton

Amendment to TLB613: The 'new' E200 is MV59 ACX (not MX).

REDLINE BUSES, Aylesbury

New delivery: YX65 RGV AD E20D – AD Enviro200 10.8m, B39F. This bus is branded for 'Bucks Uni service' and is for a link between Uxbridge and Bucks New University.

RED ROSE, Aylesbury

Acquired (September) from Emblings, Guyhirn: BX56 XAH BMC 1100 Falcon B40F -2006.

REDROUTE BUSES, Gravesend

Acquired (September) via Ensign Bus, originally Solent Blueline 563:

YG52 CLV DAF SB120 – Wright Cadet B39F – 2002.

REGAL BUSWAYS, Essex

Darts KP02 PUH and PVD have fleet numbers 616 and 617.

Darts NA52 AWF and AWM have fleet numbers 618 and - it is presumed - 619.

Disposal: Dart SLF EK51 XXC returned to Ensign in June, after a period of loan, and has been re-sold by Ensign Bus to Rambler, Hastings in September. It never had a Regal fleet number.

Ref.TLB613, Solo 205 (YJ58 CDF) is at Ensign Bus, who are handling its re-sale for Regal.

SOUTHDOWN PSV, Crawley Down

Detail changes

Volvo B7TLs W463/4/5 BCW upseated from H41/19D to H41/21D.

Dart 117 re-registered from F3 LGW back to Y837 LGH.

Disposals:

E200 102 (GX57 BXH) was sold in August 2014. It has never resurfaced anywhere since!

Dart 343 (W343 VGX) to Scrapco, Paddock Wood (April 2015).

STAGECOACH LONDON (part of Stagecoach Holdings) incorporating:

EAST LONDON Bus & Coach - BK, BW, NS, RM, T and WH; and **SELKENT** - PD, TB and TL.

Recent repaints noted in September/and early October were 10150, 10160, 12132, 12136, 12142, 12143, 12146, 12147, 12148, 15001, 15011, 17868, 19796, 36318, 36349 and 36565.

The move of 10157/58 means that no standard E400s remain at NS, only 'MMCs'.

Trident 17892 (BK) was on route 5 on 11th September on Longbridge Road Becontree when it suffered a rear end fire at about 13:30. On the night of 11/12th, E400 19734 (RM) was on route 365 when it was involved in an accident in Hornchurch. Two of the four LTs that have been off for some time with accident damage have returned to service, LT 463 on 15th September, LT 243 on the 22nd.

Transfers: (September):

10157/158 NS/RM. 17832 WH/TB. 17833/843 WH.PD. 17860/61/62/63 WH/PD. 17866 WH/TB.

17892 BK/BKw (fire). 18452/465/466 NS/RM. 19734 RM/RMu (accident).

36310/11/12/13 TB/TL. LT 243 BWu/BW. LT 463 Tu/T.

Livery changes

12321 to all-over advert for Green Bus.

LT 264 to all-over advert for G-Star Raw.

LT 272, 315 to all-over advert for John Lewis.

LT 359 to all-over advert for Spectre 007 (new James Bond movie).

Disposals

17530 to scrap (September).

17581 to GTG Training (September).

17583, 17746, 17802 to Stagecoach East Scotland (i.e. Fife Scottish) (September).

17745, 17839 to Stagecoach Merseyside (i.e. Glenvale) (September).

SULLIVAN BUSES, South Mimms

Acquired from Arriva London (September), formerly VLW 123:

WVL 8 (LF52 UOW) Volvo B7TL - Wright Eclipse Gemini 10.1m H41/21D – 2003.

Withdrawn: Darts DP 82, 92, 96 (W782,792,796 FKH) withdrawn (August).

SWALLOW COACH COMPANY (t/a EOS London.com), Rainham

Primo 662 has acquired an all-over advert in pink for the Epping Forest College although it has an orange front.

TOWER TRANSIT - AS, LI and X garages.

The Routemaster noted in TLB 613 is of course RM 1627 (not 1527). The nine new E20Ds should be here fairly soon now with DMV 45111-14

and DM 45115-20 all going to Lea Interchange Garage.
Livery change: TAL 33205 from all-over advert for Lord Mayor's Appeal back to red.
Disposal: TAL 33205 returned to Ensign Bus (September).

TRUSTYBUS (Galleon Travel 2009 Ltd), Roydon Essex

The Solo is for a short-term park-and-ride contract for County Hall Hertford.
Acquired from Go South Coast (Wilts & Dorset) No.3679:
V679 FEL Optare Solo M850 B30F – 1999.

UNIVERSITYBUS (t/a uno), Hatfield

Odd workings: ME 507 on the 797 on 10th September. There has been a spate of single-decks on the 614 in early September, perhaps while Northampton gets its acquired Tridents into service. For example a Dart and a Citaro on 4th September and the same again on the 11th.

The red Dart 130 (KP54 BYK) has finally been repainted to normal pink and purple. Cadet X773 EVS was withdrawn some months ago but was still at the depot in late September.

Disposals:

Darts W568, W572, W574 XRO and Cadet X776 EVS to Ripleys (by June).

Dart W576 XRO went to Mr M. Macey, Luton in June as noted in TLB611 p32. However, it has now been repainted into the 'original' white-based livery of Universitybus. Of course, having started out as a blue Sovereign bus, it never actually carried that livery in service.

WEST KENT BUSES, West Kingsdown

Acquired (September) via Ensign Bus, originally Solent BlueLine 746:
T746 JPO Dennis Trident – East Lancs H47/27F – 1999.

Z & S TRANSPORT, Aylesbury

Although the main base is at Aylesbury, Z&S's substantial work further north means that they have two outstations, one at Wolverton and another at Retreat Cross on the A421 near Little Horwood.

Amendment to TLB613: The 'new' E20D MX11 CZK is of course an 8.9m (not 9.9m) model.

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LONDON TRAMLINK, Croydon

New Stadler tram 2560, having arrived as long ago as 4th May, was noted out on test in late August. 2561 was delivered on 6th September and 2562/3 should follow soon. The enhanced Wimbledon service should start prior to Christmas, following the construction of more platform space at Wimbledon. Car 2556 is away for repair following an incident "during the summer" when its pantograph was said to have been 'ripped off'. Details of this incident seem not to have been reported.

The "Where are they now" column (or: Subsequent vehicle disposals)

Note: the former London company names are listed in code to allow more space for narrative detail ALN=Arriva London, FLN= First London, GAL= Go-Ahead Group London, LU= London United, ML= Metroline, SLN= Stagecoach London.

Routemasters:

RM 259 was noted recently, re-registered to 735 UYL. It was last known to be with International Coaches, but had been out of use since September 2012. Can anyone confirm current ownership for this RM and when it was re-registered?

RM 1371 from London Bus Company to Mr Toomey, Nottingham (September). It still has the roof side lights fitted from when it was in Canada; this was one of the two RMs that returned from Prince Edward Island in May 2010. (RM 1620 was the other one).

RML 2375 has been re-liveried in all over yellow livery to promote the Halcyon Gallery at New Bond Street for a visit on the 22nd September by former footballer Pele, where he launched the Art, Life and Football exhibition in celebration of his 75th birthday. It still owned by The Bus Business.

RML 2759 from Mr S Briscoe to The Vintage Red Bus Company, Marlow, Bucks. (September); it is due to be restored over the next six months and will then enter service in their fleet joining RML 883 and RML 2508.

Olympians (Leyland and Volvo):

N112 UHP (530 OHU), N113 UHP (481 FPO), N115 UHP (TJI 4838), N117 UHP (OWB 243), N121 UHP (UKT 552), N123 UHP (VJT 738), N127 YRW (HVJ 716), N129 YRW (NER 621) (ex LU) have all regained their original registrations with First Devon & Cornwall in August. They are fleet numbers 34192, 34194, 34195, 34196, 34198, 34193, 34197 and 34199 respectively.

N118 UHP (ex LU), last reported with 'KC21' at Aldershot, passed to the WOTS Project (a mobile youth project vehicle), Ringwood, Hants. (by February 2011), where it replaced M 1098.

AV 9 (P489 MBY) (ex ML) was still operating with the Hedingham fleet at the end of August and had been re-numbered from L353 to 87.

AV 27 (S127 RLE) (ex ML) was still operating with the Chambers fleet at the end of August and had been re-numbered from L366 to 76.

L 55 (C55 CHM) from Red Bus Cumbria to Derwent Vale School, Great Clifton, Workington, Cumbria (June) for use as a static classroom or library.

L 81 (SUI 2103, ex C81 CHM), 82 (XLZ 3105, ex C82 CHM) left the Brijan fleet (by January 2015)

L 92 (SUI 2104, ex C92 CHM), 121 (EIG 9487, ex C121 CHM), 127 (TKZ 9792, ex D127 FYM) from Brijan, Bishops Waltham to Xelabus for possible re-sale. (July).

L 216 (D216 FYM) was sold from JMB Travel (by May).

L 271 (E908 KYR) was sold to Sheldon's for scrap from Emblings (February 2012).

L 300 (CRZ 9108 ex G300 UYK) was left at Brijan when they ceased trading on the 14th August and was sent to Hardwicks, Barnsley for scrap (August).

L 353 (J353 BSH) (ex ALN) from TM Travel to Ripley, Barnsley, South Yorks (by May) for scrap.

L 516 (VEZ 9715, ex G516 VBB) (ex ALN), further to TLB563, the sale in April 2011 to an unknown dance troupe appears to be under the name Wulstan Reyelles.

L 532 (G532 VBB) (ex ALN) has been sold for scrap from TM Travel (by January).

NV 27 (N427 JBV), 40 (N540 LHG), 73 (R273 LGH), 79 (R279 LGH) (ex GAL) were still operating with the Hedingham fleet by the end of August and have been re-numbered from L345, L336, L333, L337 to 90, 91, 93, 95 respectively. NV 73 was previously in the Chambers fleet.

NV 29 (N529 LHG), 110 (P910 RYO), 152 (R552 LGH) (ex GAL) were operating with the Chambers fleet by the end of August and are numbered 89, 92 and 96.
NV 30 (N530 LHG) (ex GAL) from Finch to Used Coach Sales, Warrington, Cheshire. (August).
NV 83 (R283 LGH) (ex GAL) from Victoria Coaches to Blue Line Travel, Rochford (September).
NV 90 (R390 LGH) (ex GAL) from Victoria Coaches to Desi Coaches, Harrow, Middx (by March).
NV 128 (P928 RYO) (ex GAL) from J&B Travel to Hunter Coaches, Leeds, West Yorkshire via Holmeswood (dlr), Leyland, Lancs. (all in August).
NV 148 (R548 LGH) (ex GAL) from Rossendale Transport to North West Bus Sales, Bolton (August).
NV 166 (R366 LGH) (ex GAL) from Mullany's to Decker Bus, Whittlesey, Cambs. (December 2014), possibly for spares.
V 7 (N307 JBV) (ex FLN) was converted to a playbus and exported to Ludimax, Villepreux, France (June 2012) but was since re-sold to an unknown owner in December 2012.
VA 20 (R920 WOE) (ex LU), updating TLB613, this VA is confirmed from Finch to Used Coach Sales, Warrington, Cheshire. (August).
VA 44 (R944 YOY) (ex LU) from Finch to Used Coach Sales, Warrington, Cheshire. (September).
VA 146 (R146 EVX) (ex SLN) from Emblings to Decker Bus, Whittlesey, Cambs. (June).

Other step-entrance double-decks (incl. Ms,Ts,Scania N112.N113,DASFDB250,Volvo B10M)

VA 132 (F132 PHM) (ex ALN) from Fowlers Travel to unknown owner, Gedney Drove, Lincs. (November 2009).
VA 151 (G151 TYT) (ex ALN) was noted still operating with Grayscroft Coaches, Mablethorpe, Lincs. in August and has been re-registered to IIG 1656.
VA 723 (F103 TML) (ex ALN) from Stuarts Coaches to an unknown owner, Worcester (date unknown) and was converted into a mobile café. It has now been re-sold to Used Coach Sales, Warrington, Lancs. (August).
VC 1 (XBZ 1674, ex G101 NGN), 3 (RIL 1680, ex G103 NGN), 4 (RJI 1654, ex G104 NGN) (ex GAL) were noted still operating with Grayscroft Coaches, Mablethorpe, Lincs. in August.
VC 11 (G647 SGT, ex G111 NGN) (ex GAL) has been sold from JMB Travel (by May).
VE 681 (H681 GPF) (ex ALN) has been noted as for sale with JMB Travel (by September).

Low floor double-deck types (incl. Trident, DB250LF, N94UD/N230UD, B7TL):

DLA 106, 108, 109, 111 (T306 FGN etc.) (ex ALN) from Arriva North East to Alpha Recovery (by September).
DLA 112, 118, 119 (T312 FGN etc.), 121 (T421 GGO) (ex ALN) from JH Coaches to Dawson Rentals (July). They had been numbered 72, 74, 75 and 77 respectively with JH Coaches. All subsequently were sold to Geldard Coaches, Leeds, West Yorkshire (August). DLA 119 then passed to DW Coaches, Clay Cross, Chesterfield, Derbys. (September).
DLA 115 (T315 FGN) (ex ALN) from Arriva Southern Counties (No 6246) to Benfleet Scrap (August).
DLA 173 (W373 VGJ), 235 (X435 FGP) (ex ALN) from Lister to Used Coach Sales, Warrington (June) and then to Presidential, Bootle, Merseyside (September).
DLA 275 (Y475 UGC), 315 (Y529 UGC) (ex ALN) from Lister to DW Coaches, Clay Cross, Chesterfield, Derbys. (September).
DLA 336 (LG52 DCZ) (ex ALN) is confirmed as passing from Holmeswood (dlr) to Emsworth & District, Hampshire (June).
DLA 339 (LJ03 MFZ) (ex ALN), updating TLB613, it is confirmed as passing from Holmeswood (dlr) to Southdown PSV (dlr) (April). It is now understood to be with FS Distributions at Oxford.
DLA 347, 353 (LJ03 MEU, MLF) (ex ALN) were being prepared during September by Holmeswood at Leyland for JB Coaches of Leeds.
DLA 367 (LJ03 MWG) (ex ALN) further to TLB611, it is being used by the Foster Care Association.
DLA 368 (LJ03 MWK) (ex ALN) from Used Bus & Coach Sales to Bank View Travel, Freckleton, near Preston, Lancs. (by September) and was noted in use on the 4th September on St. Bedes – Lytham school service in blue, white, yellow fleet livery.
DW 7 (WLT 807, ex LJ03 MVU) (ex ALN) from Ensign Bus, Purfleet to UK Coachways, Bolton, Lancs. (September). Regn. WLT 807 returned to Arriva and DW 7 is now LJ03 MVU again.
VLW 99 (LG52 DDA) (ex ALN) has been converted to single door (H43/27F), re-registered to PIJ 601 and entered service with Ensignbus as fleet no. 101 (all in September).
VLW 123 (LF52 UOW) (ex ALN) from Ensign Bus, Purfleet, Essex to Sullivan Buses, South Mimms, Herts, and is now numbered WVL 8 (September).

TN 32828, 32829, 32833, 32836 (T828 LLC etc.) (ex FLN) from First Glasgow to M8 Recovery, Glasgow (June).
TN 33152 (LR02 LXL) (ex FLN) is another in the Purple Line livery with First Eastern Counties.
TN 33284, 33285 (LK03 NKS, NKT) (ex FLN)– see entries for TP 1515, 1516 (ex ML) below.
TN 33238 (LT52 VVG) (ex FLN) answering a query, it went to First Eastern Counties in June 2010.
TNL 32890, 32891 (V890, 891 HLH) (ex FLN) from First Glasgow to M8 Recovery, Glasgow (June).
VNL 32201 (LT52 WTF) (ex FLN) is another in the Purple Line livery with First Eastern Counties.

AVL 24 (V124 LGC)(ex GAL) returned from First West of England to First Devon & Cornwall (March) (fleet no. 32027) and is operating in Cornwall including the Falmouth 400 town service.
PDL11 (X611 EGK) (ex GAL) was reported as sold to Wealden PSV in April 2013, but has never been reported as reaching its new owner; can anyone confirm the whereabouts of this vehicle?
PVL 1, 3, 7, 56, 57, 58, 84, 87-91, 106, 116-119, 125-128 (V301, 303, 307 LGC, W956, 457, 458, 484, 487-489, 409, 491, 506, 516-519, 425, 526, 527, 428 WGH) (ex GAL) have been re-numbered within the Hedingham and Chambers fleet to 561-563, 581, 567-572, 564, 573-578, 565, 579, 580 and 566 respectively. These were previously numbered L418, 420, 419, 438, 424, 425, 421, 429-431, 426, 428, 423, 433-436, 422, 432, 437, 427 respectively. By the end of August, PVL 1, 3, 7, 57, 58, 84, 87-90, 106, 118, 125, 126, and 128 were operating with Chambers, and the remainder are with the Hedingham fleet.
PVL44 (W544 WGH) (ex GAL) has been re-numbered by East Yorkshire from 648 to 9915 and re-registered to 95 EYM and is now a training vehicle.
PVL53 (W463 WGH) (ex GAL) from Centaur Travel to Bills Minibus & Coach Hire, Milton Keynes, Bucks. (June), where it joins former London General VC 36.
PVL147 (X547 EGK) from Coach Services to Andrews, Foxton, Cambs. (by September).
PVL207 (X507 EGK), 231 (Y731 TGH) (ex GAL) further to the entry above, these two are also part of the Chambers fleet and are numbered 582 and 583.

TA 345 (SN03 LFS) (ex LU) from Holmeswood to ACE Coaches, Dungannon, Co. Tyrone, Northern Ireland (by September).

VA 70 (V186 OOE) (ex LU) from Ripley to Marchants Coaches, Cheltenham, Glos. (by August).

VA 97 (W132 EON) (ex LU) from Ripley to unknown owner (by December 2014); it was noted at the end of 2014 and again in March 2015 in an all over black based promotional livery for "High 5 it" – can anyone confirm the ownership details for this one ?

VP 106, 110 (W449, 454 BCW) (ex LU) are confirmed with Selwyns Travel, Runcorn, Cheshire (August) and are fleet numbers 228 and 229.

DT 6 (KN52 NDF) (ex ML) has been loaned from Dawson Rentals to Selwyns, Runcorn (from August) and numbered 234.

TA 77 (T87 KLD) (ex ML) returned to Ensign Bus in September after loan to Geldard Coaches (updating TLB613), and then subsequently passed to AOT Coaches, Nottingham. (September).

TA 100 (J12 XEL, ex T218 CLO) (ex ML) regained its original registration with Xelabus in May 2014.

TP 2 (T102 KLD) (ex ML) from Denwells Minicoaches to Hunter Coaches, Daventry, Northants. (November 2014).

TP 31 (T98 KLD) (ex ML) has been sold to --?--- from Freedom Travel (by July).

TP 45 (T145 CLO) (ex ML) was re-registered to J12 XEL in May with Xelabus.

TP 313 (LT02 ZZU), 386, 389 (LR52 KXE, KXH) (ex ML) from Dawson Rentals to the Grammar School of Leeds, Alwoodley Gates, West Yorkshire (August); this independent school operates its own school bus services, and TP 313 is confirmed in all white livery.

TP 350-352, 359, 361, 362, 367, 369, 371-374, 381 (LR52 KVP, KVS, KVT, KWA, KWC, KWD, KWJ, KWL, KWN, KWO, KWP, KWS, KWZ) (ex ML) from Geldard to Dawson Rentals (July). This is all of the TP class that were with Geldard's. Geldard's went into administration on 11th September. A fire took place at their premises at Farnley on the outskirts of Leeds on 6th August, but it is understood that the sale of the TPs occurred ahead of this date.

TP 362, 367, 372 (LR52 KWD, KWJ, KWO) (ex ML) have been loaned from Dawson Rentals to Selwyns, Runcorn (from September) and numbered 230-232.

TP 368, 370, 379, 380, 396 (LR52 KWK, KWM, KWX, KWY, KXP) (ex ML) are further examples confirmed with Dublin Coach, Dublin, Ireland (June) and have been re-registered to 03-KE-16296, 16297, 16295, 16292, 16301 respectively. All are open top and are in the yellow ochre coloured livery. TP 380 had previously been with Webberbus before returning to Dawson's. Despite previous reports to the contrary, TP 370 never went to Geldard's and was first noted in all over yellow livery in May after open top conversion.

TP 374 (LR52 KWS)(ex ML) from Dawson Rentals to Tyrer Coaches, Adlington, Lancs. (September).

TP 436 (LK03 GGJ) (ex ML), clarifying a query from TLB613, it had previously only been loaned to Aintree Coachline (see TLB611) from Ensign Bus.

TPL 254 (LN51 KYK) (ex ML) from Ensign Bus, Purfleet, Essex to Fourways Coaches, Chelmsford, Essex (September).

TP 1515 (LK03 NKS) (ex ML) (ex FLN TN 33284) from Ensign Bus, Purfleet, Essex to CT Plus, Leeds, West Yorkshire (September).

TP 1516 (LK03 NKT) (ex ML) (ex FLN TN 33285) from Ensign Bus to Sussex Police (September).

VPL 142 (X642 LLX) (ex ML) has been sold from Holloway (July), can anyone supply any details ?

VPL 175, 193 (Y195, 193 NLK) (ex ML) not previously confirmed, but these two passed from Ensign Bus, Purfleet, Essex to London City Tours (April), and are both full open top.

VPL204 (Y204 NLK) (ex ML), further to TLB610, this is confirmed as fully open top.

VPL214 (LK51 XGH) (ex ML) from Ensign Bus, Purfleet to Borderbus, Bungay, Suffolk (September).

TA 17101 (V475 KJN), 17152 (V152 MEV), 17340 (X395 NNO) (ex SLN) from Manchester Community Transport to Heaton (dlr), Abram, Lancs. (July). TA 17340 then subsequently passed to Isle Coaches, Owston Ferry, Lincs. (by September).

TA 17192, 17194 (V192, 194 MEV), 222 (V364 OWC) (ex SLN) returned to Ensign Bus in September after loan to Geldards Coaches (updating TLB613).

TA 18235 (LX04 FYB) (ex SLN) was returned in September to Ensign Bus from Tower Transit (who numbered it TAL 33205) after being on loan.

TAS 17403 (LX51 FHS) (ex SLN) was sold (officially recorded by SLN) to Ensign Bus in October 2012, but has never been shown by Ensign as being received, and has never been reported since this time. Does anyone know the whereabouts of this Trident and what happened to it?

TAS 17452 (Y452 NHK), 17499, 17500 (LX51 FNA, FNC) (ex SLN) are on loan from Stagecoach Manchester to Stagecoach Merseyside (September). All are in the latest style of Magicbus livery.

TAS 17571 (LV52 HFC) (ex SLN) from Ensign Bus, Purfleet, Essex to Ripley, Barnsley, South Yorkshire (February) after being stripped for spares.

15156 (LX59 CPN) (ex SLN) to West Coast Motors for use with City Sightseeing fleet in Glasgow (by July) and has been converted to part open top.

15162, 15163, 15166, 15167 (LX59 CRF, CRJ, CRV, CRZ) (ex SLN) to New Adventure Travel, Cardiff, South Glamorgan (August). They remain dual doored and now all over white following refurbishment by Hants & Dorset Trim.15159 (LX59 CPV) is also reported but not confirmed.

15164 (LX59 CRK) (ex SLN) is also confirmed with Centaur Overland, Crayford, Kent (June) where it joins 15151 (see TLB613).

Low-floor single-deck types:

DDL 10 (S310 JUA) (ex ALN) from TGM (Network Colchester to Ripley, Barnsley (December 2014).

PDL 8 (V428 DGT) (ex ALN) was sold from Arriva Midlands (June).

DML 41399 (X399 HLR) (ex FLN) from First Cymru to First West of England (by August).

DML 41647 (R647 TLM) (ex FLN) from First Essex to Alpha Recovery (by August 2013).

DMS 41466 (LT02 ZDW) (ex FLN) was scrapped by Tates (by September).

DW 3 (LF52 TKD) (ex GAL) is another of the former Western Greyhound vehicles to have been acquired by Sunny Travel, Willenhall, West Midlands (by September).

LDP 18, 22, 30 (P718 RYL etc.) (ex GAL) were all sold from JMB Travel (by May) having been out of use for several years.

LDP 48 (R448 LGH) (ex GAL) from Cotswold Green to UK Bus Dismantlers, Bromyard, Herefordshire (August) for scrap.

LDP 137 (F3 LGW) (ex GAL), further to TLB611, this LDP has regained its original registration (Y837 TGH) in June and remains with Southdown PSV.

LDP 138 (Y838 TGH) (ex GAL) has been sold from Next Bus (by March) for scrap.

LDP 155 (Y705 TGH) (ex GAL) from Rotala to Select Travel, Stafford, Staffs. (by February 2014).

DP 504, 508 (X604, 608 OKH) (ex LU) from JMB Travel to GRS Travel, West Bromwich, West Midlands (March).

DP 509 (X609 OKH) (ex LU) has been sold from JMB Travel (by September).

DL 2 (P202 OLX) and DLD 28 (R128 RLY), DLD 82 (R182 VLA) (ex ML) have all left the GRS Travel fleet (by September and probably a great deal earlier).

DLF 9 (R309 NGM) (ex ML) has been sold for scrap by Centrebus (November 2013).

DLF 85 (KU52 YKN) (ex ML) from Dawson Rentals to Newport Transport (No.335) (by August).

DLF 103 (KU52 YKK) (ex ML) from Yellow Star to Newport Transport (No.334) (by August).

DML 17 (R697 MEW) (ex ML) is still in service with Redbus at Skegness and was noted in September re-registered to JFZ 8627.

DML 533, 534 (T63, 64 KLD) (ex ML) from Stagecoach South East to Hardwick, Barnsley, South Yorkshire (March 2013 and April 2014 respectively) for scrap.

OTH 972 (LK58 CTZ) (ex ML) is reported as exported to Cyprus (by August). Note – none of this class have passed to dealer Ensign Bus, although several were stored on their premises in 2014.

SLD 34039 (R939 FOO), 34059 (S459 BWC) (ex SLN) have been noted as for sale with JMB Travel (by September).

SLD 34120 (V120 MVX) (ex SLN), further to TLB612, this is now confirmed to Hardwick, Barnsley, South Yorkshire.

SLD 34141 (V141 MVX) (ex SLN) from Stagecoach Midlands to Hardwick, Barnsley, South Yorkshire (by August).

SLD 34213 (W213 DNO) (ex SLN) from JMB Travel to DA Coaches, Coatbridge, North Lanarkshire (confirmed as April, but maybe earlier).

SLD 34256, 34257 (Y256, 257 FJN) (ex SLN) sold from Yorkshire Tiger (by August) for scrap.

SERVICE VEHICLES

LUL/LBSL/TFL Fleet; Newly reported vehicles

8059F	KF15 OFE	Ford Transit Custom Crew Van	LUL	Wh/Blu/Red	HAD
8068F	LP15 YBU	Ford Transit Courier Crew Van	LUL	Wh/Blu/Red	?
8077	LK65 ZKV	Ford Transit Custom Van	LUL	Wh/Blu/Red	?
8083P	KU15 NVP	Peugeot 308 Estate Car	LUL	Wh/Blu/Red	SDD
8084P	KU15 NVE	Peugeot 308 Estate Car	LUL	Wh/Blu/Red	?
8094P	KU15 NVL	Peugeot 308 Estate Car	LUL	Wh/Blu/Red	?
8121VW	RJ15 MYR	Volkswagen Transporter Crew Van	LUL	Wh/Blu/Red	SDD
8124VW	RJ15 MYU	Volkswagen Transporter Crew Van	LUL	Wh/Blu/Red	FCS
8125VW	RJ15 MYV	Volkswagen Transporter Crew Van	LUL	Wh/Blu/Red	FCS
8126VW	RJ15 MYW	Volkswagen Transporter Crew Van	LUL	Wh/Blu/Red	SDD
8127VW	RJ15 MYX	Volkswagen Transporter Crew Van	LUL	Wh/Blu/Red	SDD
8129VW	RF15 XBX	Volkswagen Transporter Crew Van	LUL	Wh/Blu/Red	SDD
8131VW	RJ15 MYY	Volkswagen Transporter Crew Van	LUL	Wh/Blu/Red	SDD
8151	LR65 GOX	Ford Fiesta Hatchback Car	LUL	White	?
?	LP15 GWJ	Ford Fiesta Hatchback Car	LUL	Wh/Blu/Red	?
?	LP15 YUN	Ford Fiesta Hatchback Car	LUL	Wh/Blu/Red	?

Additional information and updates

Fleetnumbers are now known for most of the vehicles listed without them last month. KJ15 KUP is 8086P, KM15 TZC is 8098P, KU15 NVB/C/S are 8088/89/90P, RJ15 MYS is 8122VW (with LUL in Wh/Blu/Red) and RJ15 XHB/D are 8130/2VW. 7955VW is also with LUL in wh/blu/red but carries fleetnumber 7599VW in error.

Correcting previously published information, Ford Transit crew van 7585F was not given LUL livery and remains in plain white. 7961F is a van rather than a crew van. Details to add are that 7700F has a tail-lift and 7718F has a crew-cab.

Allocations and transfers: 7478F FCS-AGS, 7585F ?-AGS, 7783R -SDD, 7947F -TFP, 7955VW -SDD, 7989F -LBD, 7990F -LBD, 7991F -LBD, 8046VW -SDD, 8089P -SDD, 8093P -SDD, 8122VW -SDD, 8130VW -SDD, 8132VW -SDD, 8133VW -SDD, LN61 ZGP EHB-MDS and LN61 ZGS MDS-EHB.

Withdrawn: 7074VW, 7097V, 7098V, 7099V, 7113F, 7114F, 7115F, 7157R, 7160F, 7161F, 7162F, 7163F, 7199R, 7263R, 7264R, 7379VW, 7383R, 7387R, 7394R, 7406F, 7493F, 7524VW and un-numbered WX10 JSV/Y/Z. Accident-damaged LBSL van 7862M has been noted still parked up at Acton Works but now devoid of markings.

Bus Company Fleets; Newly reported vehicles

V224	KR05 RVA	Ford Transit Connect Van	Arriva Shires	Wh/Red/Yel	MK
V225	KS07 CXG	Peugeot Partner Van	Arriva Shires	White	MK
V104	VX04 JHY	LDV Convoy LWB Minibus	Arriva SC	White #	DT
-	AX15 DLV	Ford Transit Connect Van	Metroline	Red	HT
-	SP15 XOW	Ford Transit Custom Van	Tower Transit	Red	X

Additional information

Arriva Shires CF114 (S880 FGU) is now in corporate blue/cream livery.

Vehicles withdrawn include Abellio DU07 NNO, YK08 VVZ, Arriva London 95 (FG11 YBJ), 103 (FP11 WTN) and 104 (FD11 UXO), Arriva SC V030 (YH54 XXY), Metroline VK60 FAJ, Stagecoach London 91554/5 (DU12 FOT/D) and Sullivan Buses 437F (Y437 TDO). Metroline AV62 YTG was listed as withdrawn in TLB612 (and omitted from SUP24G) since it was due to be auctioned at BCA in July. However, it was seen at Cricklewood Garage, still with markings, in September.

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----- THE END -----

his TLB closed on 4 October and due for posting on 13 October. Closing date for TLB615 is Friday 6 November and due for posting on Tuesday 17 November. Reports to the Editors by post or e-mail to lotsed@tesco.net see page 1 and heads of sections for contact points. Later dates are all "First Fridays of the month" - 04Dec 2015, but then one week later on 08Jan 2016, then 1st Fris 05Feb, 04Mar, 01Apr.