

# The London Bus

Number 682

June 2021



London Omnibus Traction Society  
[www.lots.org.uk](http://www.lots.org.uk)

On 1st May route 69 passed from Tower Transit to Go-Ahead with 20 new electric E400EVs and which run from a new garage at North Woolwich. Ee 63 is in Crownfield Road, Leyton and it is not the first time that road has had electric vehicles as trolleybuses once ruled the roost here.  
*(Terry Wong Min)*



From 8th May route 481 was upgraded from E20Ds to double-deck Volvo hybrids. It also moved from Abellio to RATP and we see VH 45159 passing Kneller Hall. The route winds its way from Kingston through Fulwell and Whitton en-route to Isleworth.  
*(Terry Wong Min)*



On 29th May route E9 passed from Abellio to Metroline with a mix of diesel (TE) and hybrid (TEH and VMH) types. Abellio had run just diesel E400s, typified by No.9458, here travelling along Ruislip Road toward Yeading amid April's spring blossom.  
*(Haydn Davies)*



**Front cover:** The City Sightseeing brand is back in London, this time by Grupo Julia but using six Stagecoach London Trident/ E400s. No.19131 passes St Paul's Cathedral but punters are very scarce at present with all sightseeing operators. *(Jimmy Sheng)*



**THE LONDON BUS**  
The monthly newsletter of the  
London Omnibus Traction Society  
website at [www.lots.org.uk](http://www.lots.org.uk)



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**Our principal services** are centred on the **LOTS general office** now at G16 Lombard Business Park, 8 Lombard Road, Wimbledon, London SW19 3TZ. **If you need to contact us**, we visit the office regularly to deal with Membership and Subscriptions (incl. changes of address), TLB/LBM Distribution and general admin. If using the post to Lombard please mark the envelope "Membership" or "Distribution" or as appropriate. The **E-mail [lotsmemsec@gmail.com](mailto:lotsmemsec@gmail.com)** can be used for quick enquiries and follow-ups, including for address changes, non-arrival of TLB/LBM and blank or missing pages.

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Closing date for TLB683 is Weds 7th July and due for posting on Tues 20 July.

Booked later closing dates are Wednesdays 04Aug, 08Sept, 06Oct, 03Nov, 01Dec 2021.

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## Coming Events

All events are subject to any Covid-19 restrictions at the time. Events that seem likely to go ahead are below, although you should check before travelling. (LSS= LOTS Sales Stand should attend).

As at early June, the proposed Ash Grove Garage open day remains deferred indefinitely.

Sun 27 June: London Bus Museum Brooklands 'Summer Gathering'. (LSS)

Sun 27 June: Festival of Transport at Stockwood Park, Luton.

Sun 11 July: Thames Valley Centenary (+1 year!) event, Reading (details tba).

Sun 18 July: London (National Theatre, South Bank) to Brighton electric vehicle road run and display.

Sun 25 July: Fenland Bus Fest (incl. running day) at Whittlesey.

Sun 25 July: Worthing sea front rally (at the West Worthing end).

Sun 08 Aug: 'Buses magazine' Festival, at East of England Showground, Peterborough.

Sun 08 Aug: Tinkers Park (near Uckfield, East Sussex) Bus Rally

Sun 15 Aug: Suffolk Bus Run from Haverhill via Sudbury and Ipswich to Bury St Edmunds.

Sat 21 Aug: Warminster (Wilts) – Routemasters to Imber.

Sun 22 Aug: Festival of Transport, War Memorial Park, Basingstoke.

Sat/Sun 28/29 Aug: 90 years of Bedfords at Pages Park, Leighton Buzzard. Displays and a road run on the 28th, vehicle demonstrations on 29th.

Sat 04 Sep: 'East Kent at 105' at Dover Transport Museum.

Sun 05 Sep: 70 years of the RF' Running Day at Epping Ongar Railway, North Weald. Normal bus 339 from Epping Station, feeder bus 718 at 10am from Chingford Station.

Sun 05 Sep: BBPG Running Day between Godstone and East Grinstead.

Sun 12 Sep: King Alfred Running Day from Winchester Broadway. (Also a static display Sat.11Sep)

Sun 26 Sep; Showbus at Hertfordshire Showground, Redbourn. (LSS)

Sat 09 Oct: London Bus Museum's Route 93 Running Day.

Sun 10 Oct: South East Bus Festival, Detling, Kent. (LSS)

Sun 24 Oct: Transportfest at London Bus Museum, Brooklands.

Sat 30 Oct: Stagecoach Plumstead Garage, 40th anniversary Open Day.

Fri/Sat 05/06 Nov: Aldenham Spectacular at Borehamwood (LSS).

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#### **Recent and new publications this month:**

**LOTS London Bus & Tram Fleetbook 2021:** Uptodate to TLB681. (£7.00). **\*\*NEW\*\***

**TLB Extra 1956** The last of the series although there is a difference. 1956 was a fairly slack year for vehicle changes so this book has been expanded from 60 to 80 pages to include a summary of all the updates to all the other issues 1948-1955 and 1957-1984. Fully illustrated in B&W but with original 1956 colour cover pictures. (£7.00). **\*\*NEW\*\***

**LOTS Review 2020:** An A4-size 80-page book detailing all the London region events of last year, with over 100 colour pictures. £13.00. **\*\*NEW\*\***

**LOTS LBM196 Summer 2021 London Bus Magazine (£5.00).** The main features are ‘Step entrance buses in and around London - the last years: Part 1 (TfL routes to 2005)’; ‘A Woodford walkabout during 2020’ and ‘The last regular RM operation (route 15H)’. **\*NEW\*\***

**LOTS SUP-39B TfL Bus Operators Fleet Allocations and PVRs at 6th February 2021 (£4.50).**

**LOTS LBM195 Spring 2021 London Bus Magazine (£5.00).** The main features are another ‘travelogue’ by Bob Saxby featuring TDs and Trolleys at Edgware and “Origins of the Peckham route 381” by Malc McDonald. **\*\*RECENT\*\***

**LOTS LBM194 Winter 2020/21 London Bus Magazine (£5.00).** The main article is “A return to Hammersmith, please” –A history of London bus routes 110 and 111 by Colin Stannard and Peter Bradley; Also “A ‘modern’ London enthusiast” by Matthew Wharmby, mainly a photographic item covering the years 1983 -1989, but including some photos of 1991. Plus “Railair links to Feltham Station” by Philip Wallis. **\*\*RECENT\*\***

#### From other publishers:

**The London Dennis Trident** by M. Wharmby (Pen & Sword) (£35.00) **\*\*new\*\***

**Do not alight here:** updated 2021 handbook-size edition with maps of the walks. By Ben Pedroche (Capital Transport). (£8.95) **\*\*new\*\***

**In Focus 12 lowbridge London:** Julian Bowden and Michael Dryhurst (Bowden Publishing). A5-size 60 pages, a photo review of the lowbridge buses operated by LT from early Leyland TDs, STs, STLs, Ds, hired Bristol Ks and Guy Arabs to RLHs. (£10,00) **\*\*new\*\***

**Today's London Buses:** Reiss O'Neill (Pen & Sword Books), 288 pages with 200 colour photos covering the last few years of the London bus scene. (£35.00) **\*\*new\*\***

**\*\*\*A new Sales List was with TLB681 in May\*\***

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## GENERAL and INDUSTRY NEWS

Section Editor: Andrew Boag, 88 Marine Parade, Brighton BN2 1AJ or by e mail to andrewj.boag@gmail.com

### TfL, politics and the Coronavirus Crisis

**Covid vaccination rates** have continued to progress well with over 50% of the adult population having had both jabs. Infection rates fell during May but started to increase in early June when another new variant, first identified in India, had become the prevalent strain. This was said to be 40% more transmissible than earlier variants, putting Government plans for a return to normality on 21 June in doubt. Foreign travel has continued to be very restricted and based on a traffic light system with countries graded green, amber and red. Portugal, the only European country in the green category at the end of May, was suddenly downgraded to amber in early June creating much controversy.

The Government revised its guidance on the number of passengers allowed on buses from 17 May. This follows an industry campaign led by the Confederation of Passenger Transport. The **seating capacity** of double deck buses was generally doubled (e.g. in London from 30 to 60) with all forward-facing seats now available for use, except some closest to the driver. No standing passengers are allowed. Bus usage has continued to increase in London and around the country. Usage of the Underground has also recovered, increasing by 20% after 17 May but it still lags well below pre-Covid levels. In response to the increased demand, the **Waterloo & City line** officially re-opened on 7 June, two weeks earlier than planned and during Monday to Friday peaks only. with trains every 5 minutes. It had been closed since March 2020.

An agreement was reached on 1 June 2021, which extends **Government financial support to Transport for London** for the period from 29 May 2021 until 11 December 2021. The Funding Package will contribute towards TfL's revenue loss due to reduced passenger numbers using TfL services as a result of the pandemic. This comprises an Extraordinary Support Grant of £1.08bn payable under section 101 of Greater London Authority Act 1999, paid in six instalments commencing on 7 June 2021. The agreement recognises the material factors beyond TfL's control that give rise to a high level of uncertainty in forecasting passenger revenue during the 2021 Funding Period, particularly as Government guidance on dealing with the pandemic develops.

As part of the Funding Package, TfL is required to commit to deliver savings and/or new income of at least £300m in 2021/22. However, when considering the amount of funding available to TfL in the Funding Package, there remains a funding shortfall compared with the TfL Budget for 2020/21. This means that TfL will, in practice, need to deliver savings and/or new income of around £900m over the course of the year. This is expected to be met through a combination of measures, including utilising cash reserves, additional non-passenger income and reduced or deferred costs. One of these measures is a joint programme with the Department for Transport for the implementation of **driverless trains on London Underground**. Unions are unhappy about this but as the DLR has proved, 'driverless' does not necessarily mean no on-board staff. The Mayor has suggested cost savings may need to include some service reductions saying, "for me it is not the way to avoid a car led recovery, but it is one of the consequences the Government asking us to make these savings".

**Kennington Station** has moved from Zone 2 to Zones 1/2 in preparation for the Northern line extension to Battersea Power Station later this year. The two new stations will both be in Zone 1. This was a condition of the funding agreement to build the extension.

### Corporate and company news

**David Brown** has announced his intention to retire as CEO of Go-Ahead Group, after ten years in the role. Before that he was TfL Managing Director of Surface Transport. Also at Go-Ahead, **Martin Harris**, Managing Director at Metrobus and Brighton & Hove has announced his retirement after eight years in the role. Both men have had long careers in the bus industry.

The bus strike at **Go North West** bus strike ended on 18 May after 58 days of disruption. Unions claimed victory after saying the company had agreed to drop 'fire and rehire plans'. Management said it could now introduce revised working practices.

## Other General News

The long-awaited Government review of the national railway network was published in May. The Williams-Shapps Plan for Rail sets up **Great British Railways** (GBR) which replaces Network Rail and will be responsible for train services as well as infrastructure. Private companies will continue to bid and run trains, but on a concession basis similar to that used by TfL for the Overground network. GBR will specify timetables, branding, most fares and it will agree a fee with the operator to meet this specification. In most cases fares income will go direct to GBR, not to the operator, as is the case with TfL buses. The plan includes promises to review the fares and ticketing structure to simplify it and take account of post Covid travel patterns. One reassuring aspect of the plan is that GBR will use the classic British Rail double Arrow logo with a modified version of the Rail Alphabet 2 typeface by Margaret Calvert who originally designed it in the 1960s. First Group was the first to sign contracts under the new system, to operate the South Western Railway and Trans Pennine Express services until May 2023 with a potential two-year extension after then.

**Go-Ahead London intends to order 20 Irizar IeTram single deckers** for the 358 with re-charging planned to take place through overhead pantographs lowered to the roof of each bus. These will be at Crystal Palace bus station and Orpington Station, although the installation at Orpington Station is awaiting planning consent. It seems there will be no overnight charging facilities at Orpington (MB) garage. Evidence from other London routes suggests most battery electric vehicles can remain in service all day on one full overnight charge. This trial will therefore provide experience on a long and hilly route, where buses will not have a facility to be re-charged at the garage or may need extra charging. **A different trial is planned at Bexleyheath Garage** where the forthcoming double deck ADL Enviro 400 City EVs on route 132 will be fitted with roof mounted sockets which a pantograph will drop down to; this avoids fitting pantographs to each vehicle which would increase weight and the height of the buses. Meanwhile, Go-Ahead London has taken delivery of the **500<sup>th</sup> battery electric bus** built by BYD and ADL.

**Scania** has launched its new model, the **Fencer**. This will initially be available as a 10.9m or 12.2 metre diesel single decker. Later this year Scania says it will be offered as a battery electric or diesel electric parallel hybrid or biogas vehicle. Articulated and double deck options will follow. Bodywork will be built by its partner Higer in China, although the Fencer range will be open to other body builders.

**A one-year E-scooter rental trial** started in five London Boroughs on 7 June, covering Canary Wharf (Tower Hamlets), Richmond, Ealing, Hammersmith & Fulham, and Kensington & Chelsea. The City of London was also due to join but has delayed its involvement until 5 July. They cannot be used on pavements and are geo-fenced to prevent their use outside agreed areas such as the Royal Parks. E-scooters will be priced at between £3.25 & £3.40 for 15 minutes and have a maximum speed of 12.5 mph. Privately owned e-scooters remain illegal on roads and pavements.

**An autonomous vehicle trial is underway in Cambridge.** The very strange looking vehicles, built in Coventry, are fully electric and can carry up to ten passengers at speeds of up to 20mph on a test route which links the Madingley Road Park & Ride site with the University of Cambridge's West Cambridge campus.

**Yorkshire Tiger** is being re-branded Team Pennine following its purchase by Transdev (TLB 681 refers). **Translink**, the state-owned bus rail and coach operator in Northern Ireland plans to double its 2019 passenger levels within five years. **First Glasgow** claims its Caledonia depot will become the UK's largest electric bus charging station with space for 162 battery electric vehicles to re-charge by next year, rising eventually to 300. The introduction of Birmingham's **clean air zone** was put on hold for two weeks from 1 June. It requires all vehicles to be Euro VI compliant, others will need to pay a £50 per day charge.

**Tunnelling on the HS2 rail line** began in May when 'Florence' the first of ten tunnel boring machines began digging from the south portal site next to the M25. This will take the line beneath the Chiltern hills. There will be 64 miles of tunnel in phase 1 of the HS2 scheme.

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## GREATER LONDON AREA - Route Developments

**Section Editor:** Stephen Floyd, 4 Turnpike Gardens, Bedford, MK42 0AJ, e-mail to stevefloyd1959@gmail.com This section covers local TfL bus services within the Greater London County boundary. Fuller detail of any commercial or county services that enter the Greater London County from outside will be in the Country Area Route Developments section that follows this section in TLB. Night services are indicated by e.g. =24 night only or 24/= day and night (24 hour) services.

### LONDON BUSES - TENDERED ROUTES UPDATE

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. Types are now generally described in terms of their Euro-rating and/or their age, which may or may not be the buses presently used. Any existing Euro-IV and Euro-V vehicles will be upgraded to Euro-VI emissions standard, mandatory from 1st March 2021.

Routes 148/=, 415, 432, 549, U5 and W15 from Tranches 759, 776A, 777 and 780 were awarded, starting on 2nd October 2021 (148/=), 5th March 2022 (415, W15), 12th March 2022 (549), 19th March 2022 (U5), 2nd April 2022 (432).

- 148/= Retained by London United using existing New Routemaster (NRM) vehicles. (pvr 24 to 17).
- 415 Retained by Abellio using existing New Routemaster (NRM) vehicles. (pvr 9).
- 432 Awarded to Arriva London South using existing hybrid double-decks. Currently operated by Go-Ahead London General from Stockwell (SW) garage. (pvr 12).
- 549 Awarded to Sullivan Buses using existing diesel single-deck. Currently operated by Stagecoach East London from West Ham (WH) garage. (pvr 1).
- U5 Retained by Abellio using new electric double-decks, with certain journeys operated by hybrid double-decks. (pvr 12 to 11).
- W15 Awarded to Go-Ahead London General using electric single-decks. Currently operated by Tower Transit from Lea Interchange (LI) garage. This route was listed as W15/W17 in the Tranche list as previous information was the route was to be split, but this plan has been withdrawn. Also, the award did not specify whether these would be 'new', 'existing' or a mixture of both. We understand this will be advised later. (pvr 21).

The tendering programme has been updated. Temporary rail replacement route 733 has been added to vacant tranche 781. Further details will be announced on this once the specification has been revealed, but we understand the Bank branch of the Northern line is due to be closed for approximately 6-10 weeks in late 2021/early 2022 when the new southbound platform at Bank is to be connected to the existing tunnels for the ongoing upgrade work there.

Tranche 799 has been split into tranches 799 and 799A to allow a separate review of routes 383 and 384. An amended tranche list will appear in the next TLB.

### ROUTE AND SERVICE CHANGES

#### Miscellaneous general items

TfL operators were advised to keep "V" route journeys until Friday 25th June, although the surge in Covid-19 "Indian" now known as the "Delta" variant may delay the lockdown plans from 21st June, so again at time of going to press, we do not know whether these will continue at short notice. As previously noted, some surplus LT-types from temporary reductions elsewhere were being used, most notably on V123, V293, V355 and V671. Also note that the V routes are also transferred with the re-allocations to Hounslow Heath (HH) garage on routes 635, 696, 697 from 29th May, though this was half-term week, of course. Routes V413, V470 and V203 also moved to Hounslow Heath (HH) garage, together with V698 which remains here. This just leaves the VH22 working from Hounslow (AV). V406, V418, V613 and V662 move from Tolworth (TV) to Fulwell (FW) garage from 12th June, and

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----- *Greater London Route Devts* -----  
VH17 moves to Park Royal (RP) garage at the same time as the main H17 on 19th June. “V” routes 487, 606 and 632 are taken over by Tower Transit from Metroline from Monday 7th June, with V643 withdrawn. From the same date, a new operation for VH28 from Abellio from Fulwell (TF) garage at 07:34 from Osterley, Queenswood Avenue to Isleworth, Wood Lane (Conquest Club) as #TF34. V465 was re-instated from 8th March running as FW928 at 07:00 from Kingston to Dorking and 14:54 from Dorking to Kingston. This has been regularly operated by Quality Line Solo YJ66AZO liveried for the Atkins contract for Epsom, but the Atkins contract restarts on 21st June. Finally from 7th June, Arriva London South route V50 changed running number to #TC454, although the times are unchanged.

Meanwhile, it is worth noting that cuts in frequency are being planned for many Central London routes as TfL seek to match revised funding levels with expected demand from lower commuting levels and reduction in foreign tourists. A number of weekend night services have also been reduced, and these are expected to continue during the next few months. Dates are uncertain though, and I will note these when confirmed. Recent tender awards to 148, 507 and 521 give a hint of reductions or ‘TBA’ PVRs to come, with other routes having mid-term contract adjustments.

Saturday 17th April 2021: As in TLB681.

Monday 19th April 2021: As in TLB681.

Friday 23rd April 2021: As in TLB681.

Saturday 24th April 2021: As in TLB681, but see also 15th May, below.

Saturday 1st May 2021: As in TLB681.

Saturday 8th May 2021: As in TLB681 with a new “V” route for W8, operated by Sullivan Buses, AM journeys only.

**All information is repeated in full from this point:**

Saturday 15th May 2021:

Correcting TLB681, the widened timetables on routes 226, 245, 260 and 460 for Cricklewood Broadway remain in operation. Stagecoach routes 97, 136, 145, 169, 205, 248, 257, 275, 294 and 474 were all restored to ‘normal’. Further to the swapping of routes H22 and 117 at the terminals at West Middlesex Hospital, (see TLB 679) further complaints have been made, so route 481 has been curtailed from the Mental Health block to the main entrance. This is a ‘temporary’ curtailment until 30th September.

148/= (*London United-S*) (Camberwell Green & Shepherd’s Bush Green) Revised timetables daily due to reduced running times, but this should also have meant that the route is re-extended daily back to White City Bus Station at all times, having been ‘temporarily cut-back’ to Shepherd’s Bush Green during daytimes since 17th January 2015. Deferred from 13th March 2021 and 24th April. This schedule was meant to start on this day, but because of a last minute change by TfL, saying there was no room at the bus station for reliefs to be taken, the daytime service remain curtailed at Shepherd’s Bush Green. It seems unlikely this will be resolved soon, but the latest tender award, which involves a reduction in frequency, might be brought in between now and the official contract start.

PVR Changes to 23/22/17 #S201+, no change to nights. The spare LT released is expected to help out on “V” routes at Fulwell (FW) garage.

Monday 17th May 2021: Additional “V123” added in PM peak, dep. Tottenham Hale at 16:07 and Gants Hill at 17:02, as #AR191. As in TLB 681; this working was operated by an LT.

Saturday 22nd May 2021:

200 (*Go-Ahead London General-AL*) (Raynes Park, Raynes Park Hotel & Mitcham, Fair Green) As mentioned in TLB680, the contract adjustment date was moved to this date to take into account the introduction of electric vehicles, some of which have started to arrive. (*See vehicle news*)

204 (*Metroline West-ON*) (Sudbury Town Station & Edgware Station) Introduction of widened timetables daily for roadworks.

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----- Greater London Route Devts -----

Saturday 29th May 2021:

- E1/= (Greenford Broadway & Ealing Broadway Station) LBSL (QC) contract awarded to *London United* using existing ADH-class Enviro 400H hybrid double-decks from Hounslow (AV) garage. Previously operated by *Abellio* using AD Enviro 400H hybrid double-decks from Southall (GW) garage.
- E2 (*Metroline Travel-AH*) (Greenford Broadway & Brentford, Commerce Road) LBSL (QC) contract extended for 2 years, also widened timetables for Brentford roadworks.
- E5 (*Abellio-GW*) (Perivale, Tesco & Toplocks) LBSL (QC) contract extended for 2 years.
- E7 (*Abellio-GW*) (Ealing Broadway Stn & Ruislip Stn) LBSL (QC) contract extended for 2 years.
- E8 (*Metroline Travel-AH*) (Ealing Broadway Station & Hounslow, Bell Corner) LBSL (QC) contract extended for 2 years.
- E9 (Ealing Broadway Station & Barnhill Estate) LBSL (QC) contract awarded to *Metroline West* using existing fleet hybrid and Euro-VI diesel using VMH-, TEH- or TE-class double-decks from Greenford (G) garage. Previously operated by *Abellio* using AD Enviro400 diesel double-decks from Southall (GW) garage.
- U5 (*Abellio-WS*) (Uxbridge, York Road & Hayes, Clarendon Road) Removal of extra Mon-Fri AM journey.
- 105 (*London United-HH*) (Heathrow Airport Central & Greenford Broadway) The night service was reallocated to Hounslow (AV) garage; though on the first night, a special service was operated by Hounslow Heath (HH) garage. Eventually the weekend night service will be jointly compiled with the weekend night E1 service when these restart.
- 156 (*Abellio-QB*) (Wimbledon, Sir Cyril Black Way & Vauxhall Station) Commencement of conversion to AD40H Enviro 400H vehicles, to be completed in September.
- 190 (*Metroline Travel-AH*) (West Brompton, Empress State Building & Richmond Bus Station) Revised daily timetable for reliability
- 214/= (Go-Ahead London General-NP) (Highgate Village & Moorgate, Finsbury Square) Weekend night frequency reduced from x10 to x12mins; Sunday to Thursday Nights remain at x30mins.
- 267 (*Abellio-TF*) (Fulwell, Stanley Road & Hammersmith Bus Station) widened timetable daily for roadworks in Brentford.
- 345 (*Abellio-QB*) (Peckham, Bus Station & South Kensington, Cromwell Road) Commencement of conversion to AD40H Enviro 400H vehicles, to be completed in September.
- 635 (*London United-AV*) (Hounslow, Bus Station & Sunbury, St. Paul's School) Reallocated from Hounslow (AV) garage to Hounslow Heath (HH) garage (thus correcting original entry in SUP39B, it was reallocated to AV from 21st March 2020 -TLB668). Also converted to ADE-class AD40D Enviro400 diesel double-deck vehicles.
- 696 (*London United-AV*) (Hayes, Bourne Avenue & Bishop Ramsey School) Reallocated from Hounslow (AV) garage to Hounslow Heath (HH) garage. Also converted to ADE-class AD40D Enviro400 diesel double-deck vehicles.
- 697 (*London United-AV*) (Hayes, Lansbury Drive & Ickenham, Douay Martyrs School) Reallocated from Hounslow (AV) garage to Hounslow Heath (HH) garage. Also converted to ADE-class AD40D Enviro400 diesel double-deck vehicles.
- 698 (*London United-HH*) (West Drayton Station & Ickenham, Douay Martyrs School) Temporarily re-allocated to run from Parr Road outstation. Note the service also terminates at West Drayton, Ferrers Road owing to long-term road works. Although due to be converted to VHR-class Volvo B5LH Wrightbus SRM vehicles in advance of the contract renewal on 4th September, they may actually be delayed whilst they are being refurbished; Meanwhile the 698 is being operated by displaced SP-class Scania N230UD OmniCity double-deck vehicles instead.
- N63 (*Go-Ahead London Central-PM*) (Crystal Palace & King's Cross St. Pancras Station) Weekend night frequency reduced from x15 to x20 mins; Sunday to Thursday Nights remain at x30mins.
- N199 (*Stagecoach Selkent-TL*) (Trafalgar Square & St.Mary's Cray Station) Weekend night frequency reduced from x20 to x30 mins; Sunday to Thursday Nights remain at x30mins.

On 635, 696, 697 at HH, in practice there has been a mix of types including loaned ex-TT WN class. In practice and due to half-term, first day for 635, 696/7/8 was Monday 7th June.

----- *Greater London Route Devts* -----

PVR Changes 29th May 2021:

Abellio: E5 to 12/12/8 #GW301+; E7 to 11/10/6 #GW401+; U5 to 11/9/6 #WS251+; E1 and E9 withdrawn, no change to 156, 267, 345 PVRs;

Go-Ahead London Central: N63 to 4 Su-Th/7 Fr-Sa nights #PM101+;

Go-Ahead London General: =214 to 3 Su-Th/9 Fr-Sa nights; #NP301+;

London United: E1 to 8/7/5 #AV841+; 635 to 3/-/- #HH491+; 696 to 2/-/- #HH411+; 697 to 3/-/- #HH401+;

London Sovereign: 698 to 5/-/- #CP481+; Note that the TfL official codes of “CP” for Canons Park (for Parr Road) outstation may be introduced if iBus is allocated there; similarly Hounslow Heath is properly coded “WK” (for Westlink) for those that look at working timetables; although “HH” (used by the garage engineers!) will continue for those that update vehicle records.

Metroline Travel: 190 to 10/10/9 #AH51+; E2, E8, no change to PVRs;

Metroline West: E9 to 8/7/4 #G351+;

Stagecoach: N199 PVR to 8 every night.

Monday 1st June 2021: Further to previous notes about the former Morrison’s store at Chalk Farm, (TLB679-681) the bus station remains in use for the 393 and for terminating and stands for routes 27/N27, but from this date, the hoarding surrounding the store has meant that routes 27/N27 now pick up in Juniper Crescent. This is expected to last for at least 2 months whilst alternative stands are sought in the area, when the bus station is likely to be closed.

Saturday 5th June 2021:

129 (*Go-Ahead London General-MG*) (Greenwich, Cutty Sark & North Greenwich Station) LBSL (QC) contract extended for 2 years.

639/670 (Roehampton, Danebury Avenue & Battersea, St.John Bosco College, 639 via *Southfields*, 670 via *West Hill*) LBSL (QX) contract awarded to *London United* using existing VH-class Volvo B5LH Wrightbus hybrid double-decks from Wandsworth (JE) garage. Previously operated by *Go-Ahead London General* using a mix of WHV or MHV-class Volvo B5LH Wrightbus hybrid double-decks or E or EH-class ADH Enviro400 diesel or hybrid double-decks from Putney (AF) garage.

643 (*Metroline Travel-W*) (East Finchley Cemetery & Brent Cross, Shopping Centre) PM journeys retimed, V643 withdrawn.

649 (*Go-Ahead Blue Triangle-RR*) (Romford, North Street Garage and County Park, Champion School, SDO) PM departure from Champion School retimed to depart 10 minutes later at 14:45.

690 (*Arriva London South-N*) (Norwood Garage & Earlsfield, Burntwood School SDO) PM departures from Burntwood School retimed to depart at 14:36 and 14:56.

W11 (*HCT Group-HK*) (Walthamstow Central Station & Chingford Hall Estate) Revised daily timetable for revised running time.

N26 (*HCT Group-HK*) (Trafalgar Square & Chingford Station) Weekend frequency reduced from x15 to x30 mins.

N137 (*Arriva London South-N*) (Oxford Circus & Crystal Palace) Weekend frequency reduced from x15 to x30 mins.

PVR Changes 5th June 2021:

Arriva London South: N137 to 6 every night #N221+; 690 no change to PVRs;

Go-Ahead Blue Triangle: 649 no change to PVRs;

Go-Ahead London Central: 129 no change to PVRs;

Go-Ahead London General: 639, 670 withdrawn;

HCT Group: N26 to 6 every night #HK251+; no change to W11 PVRs;

London United; 639 to 1/-/- #JE101+; 670 to 1/-/- #JE106+.

**The planned route changes after our closing date are listed below but may be subject to change:**

----- *Greater London Route Devts* -----

Saturday 12th June 2021: All London United and London Sovereign routes temporarily operating Non-Schoolday schedule or temporary 'Covid' schedules are restored to normal from this date, with some future provisional dates set for 33 and 220 from 26th June, 23rd July for route 18 and 4th September for routes 28, 72, 148, 281, H37 and H98.

- 80 (*Go-Ahead London General-A*) (Hackbridge, Reynolds Close & Belmont, High Down & Downview) Commencement of conversion from mixed single and double-decks to WHV-class Volvo B5LH Wright Gemini double-deck vehicles.
- 85/= (*London United-TV*) (Kingston, Kingston Hall Road & Putney Bridge Station) Reallocated from Tolworth (TV) garage to Fulwell (FW) garage.
- 116 (*London United-AV*) (Hounslow, Bus Station & Ashford Hospital) Reallocated from Hounslow (AV) garage to Hounslow Heath (HH) garage.
- 419 (*London United-FW*) (Richmond, Bus Station & Barnes Pond) Reallocated from Fulwell (FW) garage to Hounslow (AV) garage.
- 423 (*London United-AV*) (Hounslow, Bus Station & Heathrow, Terminal 5) Reallocated from Hounslow (AV) garage to Hounslow Heath (HH) garage.

Saturday 19th June 2021:

- 7 (*Metroline Travel-PV*) (Oxford Circus & East Acton, Brunel Road) and
- N7 (*Metroline Travel-PV*) (Oxford Circus & Northolt Station) Renewal of LBSL (QC) contract and (*hopefully- see vehicle news*) due to be fully converted to WHD-class Wrightbus StreetDeck FCEV Gemini 3 Hydrogen Fuel-Cell double-deck vehicles.
- 293 (*Quality Line-EB*) (Morden Station & Epsom General Hospital) Reallocated from Epsom (EB) garage to Tolworth (TV) garage, thus novated from *Quality Line* to *London United*.
- 404 (*Quality Line-EB*) (Cane Hill, Crawford Close & Caterham-on-the-Hill, Westway Common) Reallocated from Epsom (EB) garage to Tolworth (TV) garage, thus novated from *Quality Line* to *London United*.
- 467 (*Quality Line-EB/TV*) (Epsom, Town Centre & Hook, Kingston by-Pass; SDO jnys to/from Hinchley Wood School) Reallocated from Epsom (EB) garage to Tolworth (TV) garage, incorporating the Fri SDO journey by TV. Novated from *Quality Line* to *London United*.
- 470 (*Quality Line-EB*) (Colliers Wood School & Epsom, Clock Tower, Mo-Sa) Reallocated from Epsom (EB) garage to Tolworth (TV) garage, thus novated from *Quality Line* to *London United*.
- H17 (*London Sovereign-SO*) (Harrow, Bus Station & Wembley Central, Montrose Crescent) Reallocated from Harrow (SO) to Park Royal (RP) garage, thus novated from *London Sovereign* to *London United*.
- H18/ H19 (*London Sovereign-SO*) (Harrow Bus Station circulars, *H18 via Headstone Lane, Belmont; H19 via Belmont, Headstone Lane*) Reallocated from Harrow (SO) garage to operate temporarily from Parr Road outstation during infrastructure and electrification works at Harrow garage.
- N5 (*London Sovereign-BT*) (Trafalgar Square & Edgware Station) Reallocated from Edgware (BT) garage to Harrow (SO) garage. This will assist the forthcoming electrification and parking at Harrow garage, as it keeps some of the allocation out at night.

Saturday 26th June 2021:

- 26 (*HCT Group-HK*) (Waterloo Station & Hackney Wick, Eastway) and
- N26 (*HCT Group-HK*) (Trafalgar Square & Chingford Stn) LBSL (QC) contract extended for 2 years.
- 52/= (*Metroline Travel-AC*) (Victoria Station & Willesden Garage) Widened timetables daily and nightly for roadworks at Kensal Rise.
- 187 (*Metroline West-WJ*) (Central Middlesex Hospital & Finchley Road, Sainsbury's) Widened timetables daily for roadworks at Kensal Rise.
- 235 (*Metroline Travel-AH*) (North Brentford Quarter & Sunbury Village, Three Fishes) Introduction of widened timetables daily owing to roadworks at Brentford Bridge/High Street.
- 418 (*London United-TV*) (Kingston, Cromwell Road Bus Station & Epsom, Clock Tower) Renewal of LBSL (QC) contract and converted fully to VH-class Volvo B5LH hybrid double-decks.
- E2 (*Metroline Travel-AH*) (Greenford Broadway & Brentford, Commerce Road) Introduction of widened timetables daily owing to roadworks at Brentford Bridge/High Street.

----- *Greater London Route Devts* -----

Monday 28th June 2021: From this date, and for approximately 10 weeks, St.John's Hill at Clapham Junction is closed for bridge reconstruction. Some routes may gain widened timetables for the duration, but not all with the works timed during the school holidays. Routes **37/=, 39, 87, 156, 170, 295/=, 337, 344/=, 639, 670, C3, N19, N31 and N87** are diverted in both directions to and from Battersea Rise via Boutflower Road and Strath Terrace.

Saturday 3rd July 2021:

Closure of Quality Line garage at Epsom (EB) garage as an operating base. Widening also removed from route 463 (at EB) for long-term works in Beddington Lane.

57/= (*Go-Ahead London General-AL*) (Kingston, Fairfield Bus Station & Clapham Park, Atkins Road) LBSL (QC) contract extended for 2 years.

65 (*London United-FW*) (Ealing Broadway Station & Kingston, Brook Street) and

N65 (*London United-FW*) (Ealing Broadway Station & Chessington, World of Adventures) Renewal of LBSL (QC) contract and converted to BCE-class BYD/E400EV electric double-decks as they are delivered gradually from late July.

71 (*London United-FW*) (Kingston, Cromwell Road Bus Station & Chessington, World of Adventures) Renewal of LBSL (QC) contract and converted fully to VH-class Volvo B5LH Wrightbus Gemini hybrid double-decks.

85/= (*London United-FW*) (Kingston, Kingston Hall Road & Putney Bridge Station) LBSL (QC) contract extended for 2 years.

213/= (*Go-Ahead London General-A*) (Kingston, Fairfield Bus Station & Sutton Garage) LBSL (QC) contract extended for 2 years.

265 (*London United-TV*) (Putney Bridge Station & Tolworth, Red Lion) LBSL (QC) contract extended for 2 years.

281/= (*London United-FW*) (Hounslow, Bus Station & Tolworth, Ewell Road) Renewal of LBSL (QC) contract and converted to BCE-class BYD/E400EV electric double-decks as they are delivered gradually from late July.

371 (*London United-FW*) (Manor Circus, Sainsbury's & Kingston, Kingston Hall Road) Renewal of LBSL (QC) contract and converted to BE-class BYD E200EV electric single decks, and 2x BCE-class BYD/E400EV electric double-decks for school workings.

406 (*London United-TV*) (Kingston, Cromwell Road Bus Station & Epsom, Clock Tower, SDO to Epsom General Hospital) converted to VH-class Volvo B5LH Wrightbus hybrid double-decks.

413 (*Quality Line-EB*) (Sutton Garage & Morden Station) LBSL (QC) contract novated from *Quality Line* to *Go-Ahead London General* from Merton (AL) garage, using existing fleet vehicles (M-B Citaros) hired temporarily from *Quality Line*.

533 (*Metroline-AH*) (Hammersmith & Barnes) After departing Hammersmith Lower Bus Station, the call at the Upper Bus Station is withdrawn. Then between Hammersmith Bridge Road and Clifford Avenue at Mortlake Cemetery it will run non-stop in both directions.

613 (*London United-TV*) (Tolworth Station & Glenthorne High School, SDO) Converted fully to VH-class Volvo B5LH Wrightbus Gemini hybrid double-decks.

662 (*London United-TV*) (Surbiton Station & New Malden, Holy Cross School, SDO) Converted fully to VH-class Volvo B5LH Wrightbus Gemini hybrid double-decks.

671 (*London United-FW*) (Chessington South Station & Kingston, Tiffin School for Girls, SDO) Converted fully to VH-class Volvo B5LH Wrightbus Gemini hybrid double-decks.

K5 (*London United-TV*) (Ham, Dukes Avenue & Morden Station, M-Sa) Renewal of LBSL (QC) contract using existing SDE-class AD E20D Enviro200 diesel single-decks.

S1 (*Quality Line-EB*) (Lavender Fields & Banstead, Marks & Spencer) LBSL (QC) contract novated from *Quality Line* to *Go-Ahead Metrobus* from Croydon (C) garage, using existing fleet Optare MetroCity vehicles hired from *Quality Line*.

Saturday 10th July 2021:

6 and 302 (*Metroline-AC*) Temporary roadworks schedules introduced due to work at Kensal Rise.

377 (*Arriva London North-E*) (Ponders End Station & Oakwood Station, Mo-Sa) LBSL (QC) contract extended for 2 years.

----- *Greater London Route Devts* -----

Saturday 17th July 2021: Includes re-allocations from Go-Ahead Blue Triangle from River Road to Henley Road, but not yet including routes 101 and 104 which are still subject to confirmation.

- 15/ (Go-Ahead Blue Triangle-RR) (Trafalgar Square & Blackwall Station) and  
 N15 (Go-Ahead Blue Triangle-RR) (Oxford Circus & Romford Station) Re-allocated from River Road, Barking (RR) garage to Henley Road, North Woolwich (DS) garage.  
 69/= (Go-Ahead Docklands-DS) (Walthamstow Central Station & Canning Town, Bus Station) To avoid having 2 different 'Go-Ahead' companies in the same garage, this route is novated from Go-Ahead Docklands to Go-Ahead Blue Triangle.  
 86/ (Stagecoach East London-NS/WH) (Stratford Bus Station & Romford Station) and  
 N86 (Stagecoach East London-NS) (Stratford Bus Station & Harold Hill, Dagnam Park Square) LBSL (QC) contract extended for 2 years.  
 115 (Go-Ahead Blue Triangle-RR) (Aldgate Station & East Ham, Central Park) Re-allocated from River Road, Barking (RR) garage to Henley Road, North Woolwich (DS) garage.  
 649 (Go-Ahead Blue Triangle-RR) (Romford, North Street Garage and County Park, Campion School, SDO) and  
 650 (Go-Ahead Blue Triangle-RR) (Romford, North Street Garage and Emerson Park School, SDO) and  
 651 (Go-Ahead Blue Triangle-RR) (Romford Station & North Romford, Chase Cross SDO) Re-allocated from River Road, Barking (RR) garage to Henley Road, North Woolwich (DS) garage.

Saturday 24th July 2021:

- 53 (Stagecoach Selkent-PD) (County Hall & Plumstead Station) and  
 N53 (Stagecoach Selkent-PD) (Whitehall & Plumstead Station) LBSL (QC) contract extended for 2 years.  
 606 (Queensbury Station & Barnet Lane, Totteridge Academy) LBSL (QX) contract awarded to Sullivan Buses using existing diesel double-decks from South Mimms (SM) garage. Currently operated by Metroline Travel using a mix of TE-, TEH-class AD E40D/H Enviro400D/H, VW-class Volvo B9TL Wrightbus Eclipse or VMH-class Volvo B5LH MCV EvoSeti diesel or hybrid double-decks from Edgware (EW) garage.

Saturday 31st July 2021:

- 112 (Metroline Travel-W) (Ealing Broadway Station & North Finchley) Renewal of LBSL (QC) contract using existing DEL-class AD20D Enviro200 diesel single-decks.  
 177 (Stagecoach Selkent-PD) (Peckham Bus Station & Thamesmead Town Centre) Introduction of widened schedule for gas main replacement along Wickham Lane, junction with Plumstead High Street. This was deferred from 27th March, but forgot to correct this in TLB681, sorry!

**SERVICE PROPOSALS** – As mentioned in TLB681 – still no change to this list!

**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.

21st Aug 21: CR on 146, 336 (Stagecoach Selkent), 344/= (Abellio), CE+2 on 64/=, 417 (Arriva LS).

28th Aug 21: CR on 507/521 (G-A London General)

4th Sep 21: CR 140/N140, 182 (Metroline Travel), 183/=\*, 398\*, H9/H10\* (London Sovereign), 467, 697 (London United), 608, 646, 652, 656, 679, 686 (G-A Blue Triangle), 698 (London United to London Sovereign), X140\* (Metroline Travel to London Sovereign), 49\* (Abellio to London United), 117 (Metroline Travel to London United), 690 (Arriva LS to G-A London General), CE+2 on 114/= (Metroline West), 203 (London United), 251, H11 (London Sovereign), 340 (Arriva LN).

11th Sep 21: CR on 156 (Abellio), CE+2 on 83/N83, 483 (Metroline West).

----- Greater London Route Devts -----

- 18th Sep 21: CR on 160/660\* (Arriva LN to Stagecoach Selkent), CE+2 on 137/N137 (Arriva LS), 199/N199 (Stagecoach Selkent), 276, 376, D7 (G-A Docklands), D3 (Stagecoach East London).
- 2nd Oct 21: CR on 132/=\* (G-A L.Central), 148/= (London United), 180# (G-A L.Central to Stagecoach Selkent), 290\* (Abellio to London United), CE+2 on 1/N1, 42, 108/= , 185 (G-A London Central), 346 (G-A Blue Triangle), 450 (Arriva LS).
- 9th Oct 21: CR on 332 (Metroline Travel), P13 (Abellio), CE+2 on 16/N16, 32, 107, 189/=, 316 (Metroline Travel), 21/N21, 321, P12 (G-A London Central), 381/N381 (Abellio).
- 16th Oct 21: CE+2 on 279/N279, W3/= (Arriva LN).
- 30th Oct 21: CR on 645 (Arriva LS).
- 6th Nov 21: CR on 313 (Arriva LN), CE+2 on 221 (Arriva LN).
- 13th Nov 21: CR on 63/N63 (G-A London Central to Abellio). CE+2 on 38/N38 (Arriva LN), 363 (G-A London Central).
- 20th Nov 21: CR on 414 (Abellio to Tower Transit), CE+2 on 14/=, 39, 74/N74, 430 (G-A London General), 436 (G-A London Central), H20, U7 (Abellio).
- 26th Nov 21: CE+2 on W19 (HCT Group).
- 4th Dec 21: CR on 413 (G-A Metrobus), 655 (G-A London General to London United), CE+2 on 152 (G-A London General), 157 (Arriva LS).
- 1st Jan 22: CR on 624/658, 625 (G-A London Central), CE+2 on U9 (Abellio).
- 8th Jan 22: CR on 235\* (Metroline Travel to London United), CE+2 on 237 (Metroline Travel), H26 (Abellio).
- 15th Jan 22: CR on 273 (Stagecoach Selkent).
- 22nd Jan 22: CR on 696 (L.United to L.Sovereign), CE+2 on 133/N133, 333 (Arriva LS), 360 (G-A London Central), 380 (Stagecoach Selkent), 388 (HCT Group).
- 29th Jan 22: CR on 125\* (Metroline Travel to L.Sovereign), 234 (Metroline Travel), CE+2 on 9/N9 (London United), 59 (Arriva LS), 89/N89 (G-A London Central), 476 (G-A London General).
- 5th Feb 22: CR on 298, W9 (Sullivan).
- 26th Feb 22: CR on 335 (Arriva LN), 488 (Tower Transit).
- 5th Mar 22: CR on 308 (Tower Transit), 415 (Abellio) W15 (Tower Transit to G-A London General), CE+2 on 58 (Tower Transit), 97, 215, 238/= (Stagecoach East London), 101 (G-A Blue Triangle), 309 (HCT Group), 325 (Arriva LN).
- 12th Mar 22: CR on 549 (Stagecoach East London to Sullivan Buses)
- 19th Mar 22: CR on U5\* (Abellio)
- 2nd Apr 22: CR on 432 (G-A London General to Arriva LS), CE+2 on 2/N2 (Arriva LS).

## **OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS IN LONDON**

**Stagecoach Mega-sightseeing** service has been withdrawn, but the vehicles have been re-allocated to team up with **Julia Travel and City Sightseeing** with a new hop-on, hop-off tour. This started on 20th May, operating daily every 30 mins and serving all the usual tourist places.

Meanwhile, the **Original London Sightseeing Tour** has been renamed by owners RATP and rebranded **TOOTBUS**. This includes the Windsor, Bath, Bristol, Cardiff and Paris operations. The ‘O’'s are linked in the website and on the vehicles to suggest a wheelbase, and the name stands for “The Original Open Tour” in case you were wondering. The vehicles retain the “Union Jack” livery.

It also looks as though it might be premature to withdraw the Bedfont Lakes service, operated by **London United** (see TLB680 this section and vehicle news). Whilst the service is “suspended” it is possible these might be restored, albeit in a different form, so details are awaited. The DLE-class single decks reserved for these continue in normal service for now.

**Epsom Races** on 5th June (The Oaks) and 6th June (Derby Day) were not covered by Go-Ahead (as would have once been normal) although Edward Thomas did run up from Epsom.

**Wimbledon Tennis** Monday 28th June to Sunday 11th July : With only a much reduced visitor attendance, the only special service expected this year is the 840 from Wimbledon Station, none from Southfields or Central London, nor any park-and-ride.

**Chelsea Flower Show** is postponed from May to Tuesday 21st to Sunday 26th September.

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## DIVERSIONS, DEVIATIONS AND DISRUPTIONS

**Central:** From 17th May to 27th July, owing to construction work on an “artificial hill” at Marble Arch, routes **2, 13/=, 74, 390/=, N2, N74, N137** are diverted away from Tyburn Way via the normal circulation via Cumberland Gate. The artificial hill is meant to be a temporary construction for six months to attract visitors and will be 25m high. For a ‘nominal’ entrance fee and restricted to 25 at a time, photographers will be able to get a new perspective at this popular point. From 25th May to 4th July, owing to a gas leak in Queen Victoria Street, routes **11, 26, N11, N21, N26, N550 and N551** are diverted eastbound via Cannon Street, King William Street and Gracechurch Street. The water main works in Eversholt Street have been extended to 23rd July.

**South:** From 14th May to 20th June, owing to water works in Canterbury Grove, West Norwood, route **315** is revised to start and finish at West Norwood Fire Station and diverted in both directions via Knight's Hill, Crown Lane and Leigham Court Road. Between the same dates, owing to gas works in Beddington Lane, route **455** is diverted in both directions via Beddington Farm Road and Marlowe Way. Further to the report in TLB679, another weekend closure of Station Road, West Croydon took place on 5th/6th June due to scaffolding work. Routes **60, 64/=, 109, 198, 250/=, 264/=, 289, 407, 410, 455 and N109** were diverted north or westbound via Wellesley Road and St James’s Road, with **157** diverted westbound via St James’s Road and London Road. Thanks to Peter for this.

**South East:** From 24th May to 7th June, owing to water works in Townley Road, Bexleyheath, routes **269 and B13** are diverted northbound via Latham Road, Gravel Hill, Albion Road, Highland Way and Arnsberg Way to Friswell Place Bus Stand, and southbound via Arnsberg Way (west), Broadway and Albion Road (west). Route **602** diverts northbound via Latham Road and Gravel Hill. From 29th May to 3rd June, owing to electrical works in Bridge Road, Slade Green, routes **89, 428 and N89** were diverted in both directions via Whitehall Lane, Howbury Road, Thames Road and Northend Road. From 29th May to 6th June, owing to telecommunications works in Hilda May Avenue, Swanley, route **233** was diverted in both directions direct via Bartholomew Way and London Road. From 7th June to 18th June, owing to bridge works in Salter Road (west), routes **381 and N381** are diverted in both directions via Surrey Quays Road and Lower Road. Route **C10** is diverted in both directions via Salter Road (east), Surrey Quays Road and Lower Road.

**West:** On Friday 11th June it is said that the West Drayton Station area finally re-opened and routes **222, 350, 698, U1, U3, U5** resumed their routings. Officially meant to be Monday 14th June but also a confusion on how or whether all buses can turn. As this on our closing date, an actual visual sighting would be welcome for the record please.

**North West:** From 27th May to 16th July, owing to gas works on Chamberlayne Road, routes **6/=, 52/= and 187** are diverted in both directions via All Souls Avenue, Wrotesley Road, Harrow Road, Kilburn Lane and Chamberlayne Road (south), joining or leaving normal route as appropriate. Route **28** is curtailed at Harrow Road and route **452** is curtailed at Ladbroke Grove, Sainsbury’s. From 1st June to 4th July, owing to crane operations in Palmerston Road, Harrow & Wealdstone, routes **H9 and H10** are diverted via Masons Avenue, H10 also serving Forward Drive.

**North-East:** In TLB671 (July 2020) I reported that route **W12** was diverted on the first Sunday of the month owing to a market taking place in Wanstead. It looks like this market is taking place again this year, so Grosvenor Road, Wellington Road and Nightingale Lane are closed and the route is diverted via Wanstead High Street and Hermon Hill, on the days affected.

**East:** From 1st to 8th June, owing to gas works on Western Road, Romford, routes **5, 66, 86, 103, 128/=, 165, 247, 296/=, 347, N15 and N86** diverted towards Romford Market from Romford Station stop via South Street, Victoria Road and Mercury Gardens, with routes **174, 175, 193, 248, 252, 294, 365/=, 498 and 499** joining in from Victoria Road. Routes **370 and 496** were diverted from Victoria Road (West) via South Street (south), Thurloe Gardens Road and Mercury Gardens. From 1st to 23rd June, owing to electrical works in Wellington Road, East Ham, route **376** is revised to finish journeys on Ron Leighton Way and start from High Street North.

## COUNTRY AREAS - ROUTE DEVELOPMENTS

**Section editor:** David Stewart, 5 Kathleen Avenue, Wembley, HA0 4JH or by e-mail to davestewart297@gmail.com This section is set out in adjacent geographical areas anti-clockwise around London from Tilbury 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

Thursday 1st April: 87 (*EFCT*) (Harlow & Debden) This DRT operation had been due to last until 31st March but funding has been secured for one more year.

Tuesday 1st June: C392 (*EFCT*) (Harlow & Hoddesdon, M-S) The all-day projection from Hoddesdon Clock Tower to Rye Park, Duke Street is withdrawn but two M-F peak journeys are extended instead via Hertford Road to the offices of Merck, Sharpe and Dohme.

### Saturday 21st June:

- 14 (*Vectare*) (Waltham Cross & Upshire Shops, M-F daytime offpeak) Additional M-F journeys and with Saturday journeys added. The additional journeys involve extension from Upshire Shops via Upshire Village to Epping Station (as 14C). Also 15:46 (M-F) and 14B WCross to W-Abbey.
- 21 (*Vectare*) (Ongar & Epping, M-F) Renumbered 19. Additional journeys on Sats (as 19C) at 06:28 Ongar to Epping Station and (as 19) at 17:25 from St Margaret's Hospital to Ongar.
- 22 (*Vectare*) (Waltham Cross & Skillet Hill Farm, Sats) New M-F service added and additional journeys on Saturdays. Rerouted off Honey Lane via Shernbroke Road Estate, one as 22C.

### HERTFORDSHIRE and southern BEDFORDSHIRE

Monday 12th April: Although routes 44/45 (*Centrebus*) had been billed as returning to pre-virus status recent observations show that it had not.

To recall the Centrebus routes that remained less than complete as at mid-May:

Mon-Fri: reduced 19(Luton), 44/45, 88, 230, 231, 304.

Saturday services: reduced 44/45, 88, suspended 96/96A, 230, 231, 304, 314, 315.

Expected to be back on or by 21st June – but see 7th June entry below for a few routes.

Thursday 6th May: W5 (*Whitbread Wanderbus*) To rum Meppershall to Biggleswade, London Road.

Monday 10th May: 251, 310, 724 (*Arriva in East Herts*) Minor adjustments to some Saturday times.

### Sunday 16th May:

757 (*AtS*) (Luton & London) Another revised timetable but now a regular hourly service all day every day. The 755 remains at two M-F am peak jnys to London and two M-F pm peak jnys back.

Monday 17th May: 338 (*Lucketts*) (Radlett & Colney Fields Retail Park, M-S) Although this route had been on diversion since it began on 1st September 2020 (TLB672 p18), from 17th May it was able to gain its correct route through Harper Lane.

### Sunday 30th May:

1 and 4 (*AtS*) (Luton Town & Farley Hill) Extended M-F offpeak (it already goes there M-F peaks and evenings) and all-day Saturday (but not Sunday) from Luton (Park Square) to the Station Interchange. So a x10min service M-F and Sats.

395 (*Arriva KT*) (Fanham Common & Sele Farm, Daily) The Mon-Sat routeing in Hertford Town Centre toward Sele Farm rerouted via Bus Station instead of Fore Street (calling at stop 9).

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----- *Country Route Devts, Herts & Beds* -----

Sunday 30th May:

These changes are provided by funding via Herts CC from the Government's 'Better Buses' scheme, 97/98 (*Arriva KT*) (Hitchin & Stotfold (97) or Baldock (98), Mon-Sat) No change Mon-Sat but a new Sunday service added, every two hours on each route. This Sunday service is based on the existing special 'Public Holiday' service.

324 (*Arriva KT*) New Daily hourly route with interworked timings to make an approx. 30min frequency end-to-end: Welwyn Garden City Bus Station via Bridge Road, Heronswood Road, Ridgeway, Black Fan Road (Morrisons), B195, A414, Thieves Lane, Hertford North Station to Hertford Bus Station. Certain isolated journeys extend to Ware, Regional College and Rail Station.

500 (*Arriva tS*) (Aylesbury & Watford, M-S) A Mon-Sat hourly evening service added.

Tuesday 1st June: C392 (*EFCT*) (See Essex notes above).

School bus duplicates: Observations at Hitchin on 21st May showed that the duplicate on Arriva 98 was back as an Arriva single-deck (rather than a hired coach) but that on the 101 was a Travellers Choice coach. The duplicate on Centrebus 304 was back with Centrebus (rather than Redline) while the duplicate on Redline 88 was back with Redline while a Richmonds Solo was now the duplicate on Centrebus 314. The duplicate on Redline 361 at St Albans is now a coach from KTL Coaches.

Monday 7th June:

*Centrebus* 44/45, 88 and 304 reverted to full pre-virus Mon-Sat timetable. See 12th April entry above for the routes that are still reduced.

Wednesday 9th June:

After two years of one-way traffic in Ware (TLB671 p16 and TLB673 p16 refer) that had first restricted the High Street to one-way westbound from 26th May 2020, then reversed to one-way eastbound from 13th August 2020, from 9th June 2021 the High Street suddenly reverted to two-way. Thus routes 331, 383/384, 390, M1-M4 went back to the proper routes.

Saturday 19th June:

84 (*Metroline*) (New Barnet & St Albans) Minor change to M-F am peak journeys. The extra Sunday 'Covid-19' journeys introduced to become permanent.

Monday 21st June:

14, 22 (*Vectare*) (See Essex notes above).

H1/H2/H3/H4 (*Central Connect*) (Hertford town services) Revised timetable for reliability. There is a re-allocation of route numbers although the M-F peak only H1 (Pinehurst) is unchanged.

H2 (M-S) Bus Station- North Station- Thieves Lane- Campfield Road roundabout- Bus Station.

H3 (M-S) Bus Station- Horns Mill, Mandeville Road.

H4 (Daily) Bus Station- Horns Mill, Cecil Road.

Sunday 27th June:

101 (*Arriva KT*) (Hemel Hempstead. Marlowes & Jarman Park Tesco, Mon/Wed/Fri) Withdrawn.

66 (*Arriva KT*) (Waltham Cross & Loughton, M-S) and

310 (*Arriva KT*) (Waltham Cross & Hertford, Daily) Revised timetables with extra running time.

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

Monday 10th May: Aylesbury Bus Station: departure bays for many routes were re-assigned.

Monday 17th May:

Redline in the Buckingham area: timing changes on 131, 132, 151 and with Tuesday routes 133, 134 resumed after being suspended during the pandemic.

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----- *Country Route Devts, Bucks & Berks* -----

Monday 17th May:

300/X30 (*Arriva tS*) (Aylesbury & High Wycombe) Minor adjustments to the 300 and with the X30 variant restored Mon-Sat x30min but initially only between Princes Risborough and High Wycombe. Arriva thus returns to competition with Redline route 130.

'The Airline' (*Oxford Bus Co*) (Oxford via High Wycombe to Heathrow) Restored to hourly.

Saturday 29th May:

700 (*Thames Valley*) Reintroduction of the shuttle service between Windsor Town Centre and Legoland on Sats, Suns and B/Hols.

Sunday 30th May:

8 (*Arriva tS*) (Aylesbury & RAF Halton) Withdrawn (already covered by Red Rose 7 and 50/55). Just one school duplicate still runs by Arriva (as S8) from Halton to Aylesbury am, return pm.

9 (*Arriva tS*) (Aylesbury & Stoke Mandeville Hospital, Daily) Revised timetable; Increased M-F from x15 to x10min, Sat x15, Sun x30min. All journeys now run via the normal route so the Saturday morning only 9C variant is discontinued.

150 (*Arriva tS*) (Aylesbury & Milton Keynes via Leighton Buzzard, Daily) Revised timetable although still M-F and Sat x60, Sun x2hours.

250 (*Arriva tS*) This SDO route (as S250) from Heath & Reach to Aylesbury now terminates at Tring Road Tesco rather than the Bus Station.

500 (*Arriva tS*) (Aylesbury & Watford, M-S) A Mon-Sat hourly evening service added.

Monday 1st June:

320 (*Redline*) (Chinnor & Princes Risborough, M-F) Peak timing changes for train connections.

Sunday 6th June:

3 (*First Berks*) (Slough & Uxbridge, Daily) Sats from x60 to x30mins. No change M-F & Sun.

7 (*First Berks*) (Britwell & Heathrow T5, Daily) Minor timing changes; no change to frequency.

12/13 (*First Berks*) (Slough & Burnham, M-S) Sats from x40 to x30mins. No change M-F.

X74 (*First Berks*) (Britwell & High Wycombe, Daily) Minor timing changes; no change to frequency.

275 (*Red Rose*) (High Wycombe & Oxford, M-S) Saturday service withdrawn after 5th June.

**SURREY and northern parts of WEST SUSSEX:**

Monday 24th May:

479 (*Arriva K&S*) Minor timing adjustment to M-F jnys 06:10 Guildford-Epsom, 07:26 Epsom- GFD.

TfL services in Epsom area: See Greater London section for details of RATP routes, but 463 transferred to Go-Ahead from 8th May, H1 withdrawn from 29th May, 293/404/467/470 Quality Line to London United from 19th June, 413 and S1 to Go-Ahead from 3rd July.

**North and west KENT:**

Monday 17th May:

D29, D29W, D30 (*Go Coach*) These services were listed in TLB681 from 12th April. Minor changes to timings and routeings from 17th May.

Monday 14th June:

School routes S10-S13 merged from four to two buses so one bus runs as S10/S12 and one as S11/S13.

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## PUBLICITY NEWS

Section Editor: Andrew Webb, 11 Tentelow Lane, Southall, Middlesex UB2 4LQ or e-mail to Andrew\_d\_webb@hotmail.com (Note the two underscores).

As Covid restrictions continue to ease public transport operators across the country face a gargantuan task in reversing the impression created by government and media that buses, trams and trains are rife with Covid 19. **“Travel Safely on London Overground”** is a multifold slimline which sets out some of the measures being taken to increase passenger confidence and rebuild patronage. The cover features a roundel drawing being treated with anti-viral fogging by three characters clad in white forensic suits and face masks. Beneath this is a ‘Safe to Travel’ logo, accompanied by a wolf bedecked in headphones, face mask and black t-shirt giving a thumbs up. This wolf reappears inside, losing the headphones in favour of a London Overground uniform, accompanying a horse in the same attire. Continuing the animal theme is a uniformed lion on the rear cover and a cat wearing a red and yellow football kit beneath the ‘Hands, Face, Space’ message. The narrative gives information about the anti-viral fogging, cleaning of touchpoints, signage, fresh clean air on trains and how passengers and staff behaviour can reduce transmission of the disease.

The second English lockdown followed by a cyber attack on the printing company caused significant delays to the December 2020 edition of ‘London Bus Guide’ from Scotbus reviewed in TLB677. Taking advantage of the delay, the publisher has added updates so that it now becomes **“LTG London Transport Travel Guide”**, a three volume publication valid from 15 May. Each volume carries a ‘retro’ cover to mark twenty one years of ‘LondonBusRoutes.net’. Book One has four hundred and forty pages and includes an introduction, fares, index of day and night bus services, index to places served, plus the brand new London wide bus and rail maps from Quickmap reviewed in TLB679. The cover shows Stagecoach Trident TA73 on route 5 at Canning Town, followed by an unidentified VN class Olympian. Arriva’s DLA8 on route 242 at Tottenham Court Road features on the cover of Book Two, its four hundred and forty two pages provides an introduction, summary of V-series school bus extras and bus timetables for routes 1 to 384. Completing the trio is Book Three, with four hundred and thirty eight pages covering an introduction, bus timetables for routes 385 to X140, plus Tube, Trams, DLR, Overground and River Services. Uxbridge is the setting for the cover photo, showing Wings East Lancs Spryte Dart SLF V336MBV setting out on route U7. The complete set can be purchased for £100 from Scotbus.com, or £25 for a digital only download.

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**“Save money with the Uno buses app”** is an undated single sided leaflet measuring 148mm by 110mm. It is finished in an indigo colour scheme with white print.

Carousel have issued a trio of updated slimline leaflets plus one reprint. An image of a Mercedes Sprinter on the cover of **“581 583”** reflects the intended vehicle allocation once social distancing rules are relaxed. The double sided slimline has timetables for both routes valid from 1 March 2021. **“8 X8”** is valid from 17 April and uses the blue colour scheme found on previous issues. Most of the multifold slimline is taken up by a full timetable which includes the two final journeys provided by Arriva’s 800 service. Valid from the same date is **“39”** which features Streetlite 403 on the red cover. The same image is used on the cover of **“27”** which is a reprint of the edition dated 2 September 2019, reviewed in TLB665. It carries the 2019 date on the cover but small print on the reverse states ‘Information correct of 30/04/2021’.

Updated from 2 November 2020 is **“London or Heathrow Airport Slough Windsor Legoland”** from Reading Buses for routes 702/703. The thirty-two page slimline book uses the same Greenline style as the previous edition dated 3 June 2019 and reviewed in TLB659.

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## 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. All current vehicle reports to David Stewart at 5 Kathleen Avenue, Wembley, HA0 4JH ( e-mail to davestewart297@gmail.com )

### General news:

Metroline’s first hydrogen fuel-cell bus entered service on Weds 12th May, WHD2725 on route 7, and for the rest of May examples drifted into service with one or two on some (but not all) days.

Otherwise the battery- electric buses in London continue to make their mark. For double-decks, the front runner is of course the BYD/ADL E400EV with the London (TfL) stock (including those on order) now having topped 400. There are 184 already in service (GAL 69, HCT 2, ML 37, RTP 29, SCH 47) and another 221 on order (AB 29, AL 22, GAL 18, RTP 127, SCH 25), totalling 405. Assuming that TfL route contracts are more-or-less met, these should arrive between June and December this year, those for RTP for route 65 and 281 at Fulwell first off (by date order).

The solitary competitor is the Optare MetroDecker-EV but that has been let down by lengthy build and delivery delays. The 31 for Metroline took from 6/19 to 4/20 to be delivered, the 37 for Tower Transit started to come in 9/20 and there are (as at our closing date) still 4 to come, while only the first 6 of the 17 for Go-Ahead came in late April and May this year (but not yet in use at 12 June)..

Electric Single-decks are also coming from BYD/ADL with the E200EV. So far 219 are in use with GAL 155, ML 23, RTP 36, SCH 5, with another 68 on order from RTP. Optare was an earlier entrant in 2014/15 with the MetroCity-EV and 13 of them are still with Arriva at Croydon.

A small ceremony occurred in May at Waterloo Garage when Go Ahead Ee 52 was christened as the 500th BYD/ADL electric bus. For the event it had an inscription that defaced the front upstairs window.

A different type of electric bus is planned – the Spanish-built Irizar IeTram – for route 358 and for overhead charging using pantographs. See Go-Ahead section for more details.

From Monday 17 May seated capacity totals on London Buses were revised to 60 (double deck), 28 (single deck 10-metre or longer), 24 single deck (less than 10 metre). All seats can be used, other than rear facing seats while standing is technically not allowed (other than when accompanying a buggy or wheelchair). Face coverings remain mandatory for all passengers from 11 years old onward (other than the usual exemptions). The alternate School or Non-School boards are no longer being used except for the specific extra (‘V’) school journeys on low frequency routes. What has also disappeared are the large ‘capacity’ stickers on the front entrance doors and no new ones have been affixed. However, there have been no notices on stops or on buses nor any obvious publicity. Indeed the notices and announcements on the buses themselves continue to tell passengers to “respect social distancing.” In practice, that is what passengers are continuing to do, thus any utilising of the additional ‘free’ seats is just not happening unless there is no alternative. Similar capacity revisions were implemented outside London, typically 65 on double-decks.

Museum news: WVL 1 was returned to Brooklands on 2nd June. It has been repainted to the Go-Ahead style as was used when the bus was new in 2002 (not the 1920s London General style that some had predicted). Thus grey skirt, thin yellow band, large London General fleetname.

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**ABELLIO LONDON** (BC,QB,WL), **ABELLIO WEST LONDON** (GW,TF,WS garages)

2421 was back in use on 12th May after being off since last November. Fire victim 2444 from 20th August 2019 was back in use on 26th May. After route E1 was lost after 28th May, the E400Hs thereon moved over to Battersea (QB) to start the replacements of diesel E400s on the 156 and 345. The use of E400Hs on route 414 has always been quite rare but since the transfers it became common.

Recent refurb/ repaints include 8123, 8830.

There are assorted examples of a different operator to the normal service appearing on the extra 'V' school routes but worth a mention here is the operation of Abellio LTs from Battersea (QB) on Go-Ahead's route 355, two morning school journeys and one in the afternoon.

Transfers:

(April): 8202/3/4 TF/GW.

(May): 2421 QBu/QB. 2444 GWu/GW/QB. 2445/46/48/49/50/51 GW/QB. 2455 WS/QB.

Outward loans: E400s 9456-60 short-term loan to RATP (June).

Livery changes:

LT 167 to advert for Rhythm of Korea (2nd version).

LT 603 from advert to Rhythm of Korea (1st version) back to red.

LT 618 to advert for Gorillas.

LT 625 to advert for Sanex.

**ARRIVA LONDON** (part of Deutsche Bahn)

**ARRIVA LONDON NORTH** - AD, AE, AR, CT, DT, DX, E, EC, GY and WN.

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

Recent refurb/ repaints include DW 307, 419, 421, 422, 468, 471, 536, 537, 540, 569; T 68 and ENX 8.

A recent additional afternoon school journey on route 123 is worked by an LT from AR. Enfield Garage continues to struggle with its LTs for route 313 with continuing loans from AR and the odd DW or T pressed into service. LT 327 was back in use once again on 12th April, having had a second incident on 19th January. Route 2 is an "all HV" route but HTs had appeared quite often until earlier this year, although recently they have become rarer (e.g. HT 15 on 24th May and HT 2 on 7th June).

Transfers:

(March): ENL 26 DXs/DX.

(April): Ref TLB681, HV 53 after all stayed at DT (not to CT). DW 145 ECw/GYs.

(May): DW 247 DX/DT. ENX 28 DT/DX.

Livery changes:

HV 295 and HV 358 to adverts for Google.

LT 319 to advert for Rhythm of Korea (2nd version).

LT 601 from advert for Rhythm of Korea (1st version) to advert for Sanex.

LT 954 from advert for Rhythm of Korea (1st version) to the 2nd version).

LT 970 to advert for Sanex.

Disposals: DW 583 and T 55 to Arriva North-West & Wales (April).

## **ARRIVA'S 'COUNTRY BUSES' (within ASC and ATS)**

Vehicles in each part that are based at the relevant garages are covered in full, with any transfers to or from other areas of AtS and ASC outside our sphere of coverage mentioned where necessary. These are: Colchester (CO), Southend (SE), Milton Keynes (MK), Gillingham (GL), Maidstone (MD) and Tunbridge Wells (TW).

### **Part 1: North West Kent and West Surrey** (GF, A-K&S licence and NF, AKT licence)

StreetLite 4334 was loaned from NF to Gillingham (5th March) but was returned to NF (by 10th May).  
Trainer Cadet 3536 (T536) (LF02 PNX) has moved from MDt to NFt.

Corrections: Although listed at Arriva Midlands as H43/29F, Volvo B7TLs 6200/1/2/3 and 6151 have been checked in Kent as H43/27F. 6152 at H43/25F 'should' still be correct but an observation would help! Contrary to what had been expected (TLB677 p27) ex-Midlands Volvo B9TL/ Wright Gemini 6204 (FJ58 KXF) has entered service at Northfleet rather than Gillingham.

In Fleetbook, 4101/02 should be shown in Area 2 (not Area 1).

Disposals: Darts 1559 and 1562 returned from GF to CO (April). Incidentally the reg of 1559 is EU56 GVG, not as listed in TLB680 p25. It seems at present that the other pair, 1558 and 1563 look like being a bit more 'permanent' at Guildford.

E200Darts 3982 and 3996 (GF) transferred out of area to A-K&S at Maidstone (April).

E200 LCA 5 was collected in mid-May by Dawsongroup.

### **Part 2: Hertfordshire and West Essex** (HA, HH, SV, WA and WE garages (all A-KT licence).

A recent expansion at the Babbage Road (Stevenage) site has meant its capacity has been increased from 21 to 29 vehicles.

Into the lighter blue Arriva livery: 3769, 3770, 4232, 4238.

1663 (HH) carries name 'Oscar Connor'.

No change to the oft-reported oddities in the past at Hemel, E400s on town route 2 being common, especially at busy school times and on Sundays when the service is only hourly.

Correction to Fleetbook: 4101/02 (YX17NYS/T) belongs in this area (not Area 1) although 4102 was then of course destroyed by fire on 31/3/21 as note in TLB680.

Transfers: (March): 3554 SV/HH. (April): 3567 SV(loan)/HH. 3858 WE/HA (again).

### **Part 3: Bedfordshire and Buckinghamshire** (AY, LD and WB garages, on AtS licence)

Yet another Cadet (3539) caught fire on the morning of 12th May, on route 1 outside the Bucks Crematorium on the A414. It missed out in the massed dumping of other Cadets, many of which had been parked up derelict or fire-damaged for a very long time (see below). However, the opportunity was too good to miss and it followed in early June.

Further repaint to the lighter blue: 3893.

Transfers: (May): 3539 WB/WBw, 3866 AYu/AYw. 6003 AY/AYw/MKw.

#### Disposals:

All the following to Shelton Motors, Ely for scrap (May). For completeness for those who keep the MK lists, I have included disposals from Milton Keynes on the AtS licence.

Dart SLFs 2159, 2297; Cadets 2731/32/34/35, 2756/57/59/62/65 and 3532/37;

Scania L94s 3614/16/22/23/24/25/26/27/28; Dart SLF 3829; B7RLE 3866;

DAF DB250 d/ds 4722, 4824 and 6003; MAN 14.220 trainers 9556/57/58.

Those that went directly from our "part 3" current list were 2159, 2297, 2732/65. 3532/37, 3866, 4824, 6003 and 9556/7/8. Others from MK stock.

Cadet 3539 (fire damage) to Shelton Motors, Ely (June).

----- *Current vehicle news* -----

### **BIG BUS COMPANY, Earlsfield**

Disposals: DA 1, 2, 3, 5, 6, 8, 9, 10, 11, 12 all withdrawn due to non- LEZ- compliant by March 2020 and now gone from fleet, probably in or by November 2020.

### **CAROUSEL BUSES, High Wycombe**

Orange MAN 423 duly returned from front end accident damage repair over the weekend of 5/6 June, whilst during the previous week or so Citaro 869 appeared on loan at Thames Travel. Although a Sprinter (976) is depicted on the front cover of the new 581/583 timetable flyer dated 1<sup>st</sup> March 2021 County Rider Services 581/583 are still covered by the all black E20D 514 and not (yet) Sprinters.

Disposals: Confirming the disposal of E200s 502/3 (OU57 FGV/X) to GoAhead East Anglia in TLB679 p28. They are now Nos. 283/4 with the Heddingham operation in Essex. Sprinters 977 and 978 returned to Oxford Bus Company (April).

### **CENTREBUS, Luton and Stevenage**

The intention of the company to close Stevenage Garage continues to be problematic, notably because many drivers did not wish to transfer to Luton Garage and with different ticket machine technology between the two sites. Plans changed and changed again but it was helped by the loss or surrender of several routes from 11th April (TLB679 p19/20) but it still left around a dozen buses on remaining routes at Stevenage Garage. Saturday 29th May was then set as the 'final day' of the depot but space at Luton was insufficient for what was left, so buses for the Hitchin local routes 80/81/81A stayed put at Stevenage, technically as an outstation of Luton Garage!

The last buses (a mere nine) at Stevenage to the end of May were all Solos – 259, 260, 325/6/7, 353, 377, 396 and 398. Of these, 325/6/7 are branded for the 'FAB80s'.

Change of registration: Scania 724 (K77 YCL) reverted to YN05 GWX (but see below).

#### Disposals:

Re TLB681, Centro 606 did go to D&G as stated but, although reported locally at Luton that 556/7 were to follow to D&G, those two actually went to Grantham. 558 should follow shortly.

Scania L94UB 693 to Midland Classic, Burton-on-Trent, Staffs (April).

Scania CN94UB 724 (YN05 GWX) went to scrap (March).

### **ENSIGNBUS, Purfleet**

Further to the acquired E200 in TLB681, its registration (E17 SGN) was formerly on the company's recovery truck. It has assumed fleet number 601, formerly on CX65 BUF (see below).

Acquired (May), from Wrightbus where it had been returned from Kowloon Motor Bus, Hong Kong fleet no. W6S1, HK reg WJ 1984.

Wrightbus StreetDeck H51/21D (as built) or H50/20D (as registered in HK) – new Sept.2019.

Disposal (May): E20D 601 (CX65 BUF) to Red Rose, Aylesbury. The 601 number was soon re-used.

### **FALCON COACHES, Byfleet**

E20D YX61 ELH is on loan here.

Disposal: E20D YX18 KVS returned off lease (May).

### **FIRST in BERKSHIRE (First Beeline Buses Ltd) (RG, SH depots)**

Disposals: Blue Bird 68004 and BMCs 68511/12/22/33/36/37 were all delicensed in earlier this year and had gone (by April).

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----- *Current vehicle news* -----

## **GO-AHEAD LONDON**

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

As was presumed in TLB680 p23, Ee 70-87 will be fitted for overhead charging and Bexleyheath (BX) Garage will have suitable facilities for these buses for route 132. Not only that but route 358 from Orpington (MB) Garage is due to get its electric buses; It had been already re-awarded for electric buses as long ago as December 2019 with a contract start on 19th September 2020 but no news until now. They are now planning for twenty Irizar IeTram buses. No doubt the word ‘tram’ tries to make you think it is a tram – it might look like one but perhaps better to market it as a ‘tram-like bus’. Remember First’s Wright Fusions?

Now some expansion on the systems: the rather silly word ‘opportunity’ for charging has been coined already (where and why?) but it does not relate to what will happen here, it is better described as ‘overhead’ charging. It started in China whereby trolleybuses (formerly with booms and wires) and battery buses would have a booster charge at selected bus stops along a route while passengers boarded and alighted. Different installations in different cities meant that the charge could take anything from 30 seconds to five minutes. In the case of the 132 and 358 there is no ‘opportunity’ anywhere along the routes, charging only ‘off road’ at the terminal points (358) or garage (132). Anything else would be likely to trigger ‘environmental’ objections that would not apply in China! On the 132 it will be just at BX Garage and on the 358 at Crystal Palace and Orpington Bus Stations. At this time, the LB of Bromley has approved the installation at Crystal Palace but not yet that at Orpington. Incidentally, an earlier application for electric installation at the Metrobus Garage at Green Street Green had been refused by LB of Bromley in January this year.

The overhead systems are similar for the two batches of buses. On the Irizar the normal procedure in Europe, where a number are already in use there, is via a pantograph inset on the roof of the bus and that is erected up to meet the charger on the pylon. However, on our buses on the 358 it will be ‘upside down’ as they will have the roof ‘grid’ and charged via a pantograph lowered down from the pylon during the layover at each end of the route.

On the 132 the E400EVs will continue to charge overnight using the ‘now normal’ plug-in system similar to that at NP Garage. However this batch has on the roof some ‘charging bars’ which are a kind of ‘grid with rails’ to suit. The charging unit at BX Garage is a fixed pylon with a pantograph that is lowered down to the roof to make contact. It is essentially expected to be used for top-up charging during the day. The standard BYD/ E400EVs are already almost two tonnes heavier than, say, a diesel Enviro400 and the roof gubbins and trunking add a bit more. Weight and weight distribution is critical so the operator is having to re-position some batteries.

A few of the MetroDeckers for route 200 at Merton are due to enter service during June but had not done so at our closing date 12th June. This will allow WHVs from the 200 to start to convert route 80 from mixed single and double-decks to full double-deck operation. In turn that releases some of the ten E200s at Sutton, batches SE 268-273 and SEN 30-33 to take over route 413 from RATP on 3rd July.

The London LEZ has pushed remaining PVLs out to ‘country’ climes, three now working as trainers out of the Metrobus garage at Crawley and one at Newhaven whilst more have been sold, leaving just those four in stock. The elderly WVL 204 has been reinstated from 10th March on route 655 at Merton after being temporarily a ‘rest bus’.

The two Red Arrow routes 507 and 521 have suffered dramatic reductions in passenger use, fairly obviously as a result of so many commuters working from home instead of at City offices. There is a plan to reduce the overall fleet from 51 down to 26. In due course the surplus (all 12m length) would be refurbished and upseated to replace 10.9m variants on routes 360 and 444 as both routes are OK for 12m buses. Route 153 is probably to move from NP to Waterloo (RA) although no date yet. The 10.9m buses would provide the allocation on route W15 that was recently awarded to Go-Ahead for a start in March 2022. I understand that although currently the W15 is limited to 10.2m buses, the longer buses will fit after a route test. All this is a long way off and the sequence is not likely to commence much before September and take some months to achieve.

----- *Current vehicle news* -----

**GO-AHEAD LONDON, Continued:**

A more immediate development is due from 17th July when routes 15/N15/115 and 649/650/651 move from River Road (RR) to Henley Road (DS) Garage. The move of routes 101/104 (TLB681 p24) would not happen at this date. A technical issue with the LBSL contracts means that DS Garage will be regarded as a 'Blue Triangle' garage rather than 'Docklands Buses'. \*\*\*?? 69 at Dock/Buses\* \*\*

LT 440, off since 2nd February, was back in use on 28th May.

On 21st May SOE 30 on route 152 in Pollards Hill was in an altercation with a car and a brick wall.

Route 152 saw an oddity on 13th May with StreetLite WS 17.

On Saturday 29th May there was a demo in London by the "ant-vaxers" and MHV 16 on route 176 was attacked with hundreds of stickers plastered over its front (including the windscreen); these had all sort of slogans like "The media is the virus", "Masks don't work" and "There is no pandemic".

A somewhat late transfer below, WVL 299 A to BX on 24th October 2020!

New deliveries:

Me 3, 4, 5, 6 (YJ21 EYD/F/G/H) Optare MetroDecker MD1050EV H41/22D.

Correction to TLB681, 682 and Fleetbook: Seating on Ee 50-69 is H43/23D (not 43/24). On the lower deck the middle seat of what was the rear bench of five is replaced by a "hump". Upstairs, though, the five-person bench seat at the back is retained.

Transfers (outstations at CY=Crawley, LS=Luton, FK=Folkestone, NH=Newhaven, KL=King's Lynn). (October 2020): WVL 299 A/BX (also amends SUP-39B).

(February): 154 MB/MBu.

(March): PVL 143, 218, 404 Qt/ CYt. PVL 398 NPs/NHc. WVL 204 ALs/AL.

(April): E 2 Cc/NPc. E 4 BXC/Cc. E 10 SWc.Cc. WS 65 MG/NP.

(May): LT 440 Qu/Q. Me 3-6 --/Qu. SEN 38 C/MB. SOE 30 AL/ALu (accident). WVL 413 MGs/MG.

Livery changes:

LT 44 to advert for Ocado Van.

LT 421 to advert for Rhythm of Korea (2nd version).

LT 427 to advert for Gorillas.

LT 431 to advert for Sanex.

WHV 124 to advert for Google.

Disposals:

PVL 224 (open-top) to a private owner (April).

PVL 229 sold to --?-- (April).

PVL 402, 403 to Ensign Bus (May),

E 39, 41, 50, 53 and SE 7, 8, 15, 17, 24 to Plymouth Citybus (May).

E 55 and EN 20, 22, 23 to Go-Ahead East Anglia (May). Of these, E 55, EN 20 and 23 had been on long-term loan to Ensignbus for schools service work).

Volvo B12B coach VC 6 (YN55 WSV) to Ensign Bus (May).

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

Disposals: Versas YJ12 PKV, PKZ to Access Travel (February 2021).

Volvo B7TL 8306 (X563 EGK) to Coxheath Primary School, Coxheath, Kent (by May).

## **GOLDEN TOURS, Alperton**

The company has two partnerships whereby Golden Tours' part open-top buses resumed open-top services from Saturday 29th May. Volvo B9TL/ MCV part open-toppers 112/3/5/6 are operated in York by York Pullman while similar buses 121/2/3/4 are with Yellow Coaches in Bournemouth. Additionally a Windsor tour began on 29th May using 131/2 operating out of the Alperton garage.

Change of registration: Volvo B9TL/ Wrightbus 104 from WB12 POT to KE12 OEY.

Disposals: B9TLs – 104 (Wright, others MCV), all are closed top: 104 (KE12 OEY), 105 (BF62 UYN), 106 (BF62 UYP), 107 (BV13 ZCZ) and 114 (BF63 HEJ): All to Ensign Bus, Purfleet (24th May 2021).

## **HCT GROUP (t/a CT PLUS) (AW and HK garages).**

The E400EV demonstrator LF69 UXJ last ran here on route 616 on 30th March and was next noted with First Glasgow on 10th April. By the end of May it had reached Go South Coast in Bournemouth and later at Bluestar (Go Ahead) at Winchester.

The company's own E400EV 2550e was on route 388 very very briefly on 14th April and both 2550e/51e 'debuted for real' on the 616 from 19th April. Although intended for route 20 thus far they have been on the 616 due to a too-tight U-turn at Loughton Station when on the 20.

Loaned E200 YX65 RHA has gone from London – to Powells in South Yorkshire. Yet two more loans of E200s to record: 1322, 1323 YYt7 HBK, HBL

The E200 demo bus 'SED 1' (YX17 NKZ) remains here and is usually on route W13.

## **LITTLE JIM'S BUSES, Berkhamsted**

Disposal: Dart SLF KE04 UMB to Shelton's, Ely for scrap (April).

## **LONDON BUS COMPANY, Northfleet and Ongar**

In TLB681 delete ref. to RMC 1513. Another acquisition is Volvo-engined Leyland National LS 444 (GUW 444W) from a private owner.

## **LONDON DIAL-A-RIDE**

Yet more confusions over registration I am afraid: This has been an ongoing problem with wrong plates put on some vehicles. Some regs changed after delivery when it came to formal licensing, and some internal records differing from the vehicle itself. Our 'DAR Man' has visited the 'company' and has clarified what the offending vehicles now carry. Regrettably, this now corrects the new Fleetbook. At least the complete order has all been delivered. I hope that this is going to be the end of this saga!

D8166 FJ70 CZM (not FJ20 EVW)

D8168 FJ20 EWH (altered after delivery from DS20 DDV)

D8170 FJ20 EWA (altered after delivery from DS20 DFC)

D8171 FJ20 CZN (not FJ20 EYV)

D8207 FJ70 FZH (not FJ70 CRZ) - The 'missing reg'!

D8208 FJ70 CRZ (not FJ70 CPU) - previously recorded on D8207!

Now my error in TLB681: D8224-39 are allocated to Woodford (not Wimbledon) - as in TLB 680!

----- *Current vehicle news* -----

**METROLINE TRAVEL** – AC, AH, EW, HD, HT, KC, PA, PB, PV, SG and W garages, also  
**METROLINE WEST** – G, HZ, ON, UX and WJ garages.  
(within the ComfortDelgro group of Singapore)

The first appearance of a hydrogen fuel-cell double-deck bus in London was with WHD 2725 on route 7 on 12th May, WHD 2713 on 14th and WHD 2720 on 17th, in each case running for all of those days only. Thus Metroline maintained its position as the first to introduce a new type. The first hybrid double-deck in London to enter service was TEH 917 on 11th December 2008 and the first all-electric double-deck (BDE 2617) on 1st July 2019. By the end of May, thirteen (of the twenty) WHDs had entered service, still only one or two on some days, leaving seven parked up. Subsequent to that, in the second week of June, there were three or four in use on some days.

The WHDs have cameras instead of mirrors and have charging sockets on seat backs. For the first time in London the bench seat at the rear of the upper deck is still as wide as usual, although it is fitted with four cushions (one narrow, three wide) instead of the usual five. The stated seat total on the decals inside the front door is adapted to read 61 (rather than 62 as would be normal). It still looks like a five-seat area and I would expect that five people will often sit there! They have new-style blind displays using high-resolution LED equipment, thus making them brighter to read. Mind you, photography of moving buses is a problem as the display will appear as broken up. As we closed for press, no WHDs had yet ventured out on the N7.

There is nothing inside nor outside to promote their ‘green’ credentials although on the body sides toward the rear a yellow notice reads: ‘Hydrogen tanks filled, vehicle must remain outdoors’. It may not be generally understood but both the installation and storage of HFC, plus parking of fuelled vehicles, all has to be outside and away from residential properties. This principle is extended to usage so that, for example, they cannot go under a tunnel. You may note that there are only two HFC garages in London, Perivale (PV) of Metroline and Lea Interchange (LI) of Tower Transit, the latter now being unused. Both are ‘all outdoors and away from anything else’. A rough survey around London shows that at least thirty-five bus garages could not house HFC; just think of garages like Bow, Wood Green, Willesden and Putney. As expected, the two hydrogen fuel-cell Van Hools from Tower Transit are to move to Metroline in mid-May, albeit unused. 63101 did get delivered to WJ but they would presumably move to PV as that is where the HFC facilities are located. As to their future use --??.

Half-a-dozen TEs from Potters Bar moved to Greenford in late May, this to help out the existing TE, TEH and VMH buses at G for the assumption of route E9 from Abellio from 29th May. A motley collection of VWs were gathered to replace PB’s TEs.

Recent refurb/ repaints include VW 1280, 1281 and VWH 2014. In TLB681 VWH 1464 should read TEH 1464.

A ‘first time stranger’ to record is VWH 2701 (AH) on route 190 on 5th June.

LT 748, accident victim from 7th August 2020, was finally back in service on 24th May. It retained its RightGuard advert although the other straggler LT 755 has lost its DKNY display. Having said that LT 748 soon adopted a new advert (see below).

Still no positive news of the new electric Optare MetroCity for the PB1 that was ordered in April 2020 although it is said to be “soon”. No demonstrator either as that (MC 1) is too long for the route!

New deliveries: Correcting TLBs 677-681 and now the Fleetbook: The seat total on the WHDs is formally H40/21D rather than the ‘visual’ H41/21D as had been recorded (see detail notes above).

Acquired (May-63101, due June-63102), from Tower Transit BH 63101/102:  
\*\*\*\*\* (LJ67 HTF, HTG) Van Hool A330FC 12m B34D, new 2017.

Transfers: (h suffix = Hertfordshire Commercial Fleet).

(May): LT 748 HTu/HT. VW 1194 ON/AC. VW 1195 EW/PB. VW 1198 HD/PB. VW 1199 ON/PB. VW 1200 AH/PB. TE 1443-48 PB/G. TE 1742 UX/PB. VW 1839 WJ/PB. VMH 2542/43 PB/G.

WHD 2708/12/13/15/16/18-27 PVu/PV. WHD 2711 PVt/PV.

DP 274 PVu/HZw. MM 790 PVu/HZw. LJ67 HTF- -/WJu.

(June): DE 872 PB/AH. WHD 2717 PVu/PV. LJ67 HTG --/?? (due),

----- *Current vehicle news* -----

### **METROLINE, Continued:**

#### **Livery changes:**

LT 748 was back in service (May) but still carried the Right Guard advert – except on the front. It was then changed (in June) to a new advert for Gorillas.

LT 755 from advert for DKNY back to red (May).

VWH 2302 and VWH 2314 to adverts for Google.

#### **Disposals:**

DP 274 to Bromley Bus Preservation Group (May). This was the last Dart SLF/ Pointer in use by all the TfL London operators, latterly as a staff rest bus at the Northolt Station stand.

MM 771 and DE 1595/99, 1601/03/23/25 to Geoff Ripley, Barnsley (May).

### **THE ORIGINAL LONDON SIGHTSEEING TOUR, London and Windsor (part of RATP-DEV)**

On 1st June the operation was re-branded as 'TOOTBUS', using the initials of 'The Original Open Tour'. One idly wonders what its customers will make of it, or even understand what it means! The Union Flag livery is retained although some buses have had a red repaint, the fleetname 'TOOTBUS' now being dominant.

An article in the trade press on 3rd June to announce 'TOOTBUS' was accompanied by a current fleet list, although perhaps better described as the operational fleet rather than necessarily a complete stock list. It has been evident in recent years that the London fleet has diminished but confirmation as to how had never been forthcoming. This is the situation as set out in that list:

London: ULE 100; VLE 618; VXE 721 to 729 and 736; YXY 791/2 (total 14).

Windsor: DLP 243, 247, 268 (total 3).

A fair number of what had been in London had joined others that had not, and now operate in Bath, Bristol and Cardiff (total 18). These include former London VLE 611-617, 619, 620 and YLY 599, 600.

**Disposals:** Further to TLB681, VLY 609 and 610 that went to Ensign Bus are now in a green-based livery for 'Eastbourne Sightseeing' of Seven Sisters Bus & Coach. They have been re-registered from EU05 DVW and DVX to S19 EBN and S20 EBN.

I am somewhat loath to write off all of the rest as some may well remain in store hoping for better times but at present DLP 216, 241/2/4/5/6/8/9, 250/1/2/3, 261/2/3/5/7; VLY 605; VXE 730-735; YXY 793/4 are all missing. Any info on their current status or locations welcome!

### **Grant PALMER, Flitwick, Beds**

**Disposal:** Dart SLF 205 (MA52 AWJ) had been stood down in December 2020 but has now gone.

### **RATP-DEV LONDON including**

**LONDON UNITED** - AV, FW, HH, JE, RP, S, TV and V garages; **LONDON SOVEREIGN** - BT and SO garages; **EPSOM BUSES/ QUALITY LINE**- EB-Epsom garage.

(c suffix= commercial. e suffix = Epsom commercial).

More recent refurb/ repaints include DE 20194, ADH 45011/027/028/029/030/032/033/036/037, VH 45102-107/109/115/123/125/159; also OM 20227/232/228/234/239 with Go-Ahead interiors. Concerning the latter OMs, 20229/233/236/238 were in progress at Eastleigh in early June so that leaves 20235 to be checked please?

As noted in TLB681 Epsom (EB) Garage is due to close from 3rd July when the last two routes (413 and S1) pass to Go-Ahead. The MetroCitys from the S1 are being taken by Go-Ahead but for the 413 Go-Ahead is due to use its own E200s, RATP's Citaros being kept for itself. These latter Citaros are being re-classified from MCL to MCM so as to differentiate between them (10.6m) and other Citaros at Hounslow that are 12-metre MCLs.

----- *Current vehicle news* -----

**RATP-DEV LONDON, Continued:**

We have mentioned several times that the NHS service 'H1' was transferring from RATP to NHS. That occurred from 1st June with three brand-new ADL E20D/ E200(MMC) 9.7m B34F YX21 RUR/U/V. Actual operator detail to come!

LT 147 became the third LT at Fulwell on school duty when from 18th May it appeared on route 671 (Chessington South to Tiffin School for Girls at Kingston).

One oddity was on 13th May with SDE 20312 on route 465. On the company's first day on the E1, SP 40165 was pressed into service alongside the ADHs, other SPs following on later days. ADH 45004 was on the 211 on 14th May.

White SP 40019 was listed in TLB681 page 29 as going to BT but that was only partially correct as through April and until 14th May that bus ran on 681 from Fulwell every morning and then travelled right up to Edgware for a trip on the 642 every afternoon. So, its formal allocation remained at FW after all. Having said all that, SP 40024 did spend time at Edgware (Parr Road) for driver familiarisation for the impending allocation of route 698. And then by late May all six white SPs (40019-24) were stood down prior to disposal.

On 6th June five SPs moved to the Parr Road outstation, these for the five regular workings on school route 698. The company has called Parr Road code CP – for Canons Park which is the nearest suburb. Just to be confusing the one-bus V698 school duplicate remains worked by AV.

All VHs moved out from Hounslow (AV) from 12th June with routes 116/423 into HH, leaving the hybrid double-deck allocation at AV as just eleven ADHs for route E1.

Inward loans (May): Although company advice was that the three ex-Abellio E200s 8321/2/3 would become DDE 20531/2/3, they actually materialised as DDE 20321/2/3.

DE 20062/3/5 did come back from Abellio (to FWu ?) but no further moves are known.

Correcting TLB681 p29 and Fleetbook, DE 20520 has reg YX59 BYN (not BYH).

The Tower Transit WNs that arrived in May are carrying WN 40902/3/4 rather than the WV prefix that had been advised. They took quite a while to actually appear on service but they finally did so from 7th June on school route 697.

More inward loans (June), also from Abellio, but perhaps just for two months:

ADE 40474/75/76 and 40479/80 all E400s ex Abellio 9457/58/56/59/60 in that order.

Transfers: (CP- Canons Park, Parr Road).

(April): ADE 40304 BT/HHc (see livery change below). SP 40019 stayed at FW (see above).

(May): LT 147 S/FW. DE 20064 EB/FW. DE 20097 EB/FW. OS 20215 /216, 20225/226 EBe/EBw.

SP 40019 FW/HHu. SP 40020/021 TV/HHu. SP 40022 RPs/HHu. SP 40023/024 HHc/HHu.

SP 40073 AV/FW. SP 40079/080 AV/HH. ADE 40305/06/07 TV/HH. ADE 40460 HH/BT.

ADE 40472 RPu/RP. ADH 45028/033 V/AV. ADH 45036 RP/AV.

VH 45124/125/126 FW/TV. VH 45136/137/138 V/FW.

(June): DE 20127 FW/EB.

SP 40071/072 FW/CP. SP 40077 AV/CP. SP 40079/080 HH/CP.

ADE 40474/75/76/79/80 --/HH. ADH 45034 EB/AV.

(12th June): DE 20048/049 FW/AV. DE 20096/098 EB/AV. DE 20097/100/101, 20105-109 FW/AV.

VH 45145-152 AV/HH. VH 45153/154, 45167-181 TV/FW. VH 45247-251/255-257 AV/HH.

Livery changes:

ADE 40304 has been painted white as a service spare for the Kingston University contract services.

LT 670 to advert for Rhythm of Korea (2nd version).

Disposals:

DE 20065 to Nu-Venture, Aylesford, Kent (May).

Re. disposal of WS 20274 (SN65 OKM) in TLB680 p33, it is now at Vision Bus, Bolton.

SP 40019/20/21/22/24, SP 40135, VLE 40514/516 to Ensign Bus, Purfleet (May).

----- *Current vehicle news* -----

## **READING TRANSPORT and THAMES VALLEY BUSES (incl. Green line)**

No.134 is actually in Reading's 'generic' grey livery. Newly in the Thames Valley generic 'two shades of grey' livery are E20D 663, the last vehicle in the former Maidenhead purple and white livery and E20DMMC 675, the last vehicle in the former Maidenhead green and white livery. The new route 700 (Windsor & Legoland) tends to be operated by the Volvo B7RLEs.

Due to a frequent use again on the 702 we should re-enter into the Fleetbook these buses:

Reading 760/1/2 (YY15 OYB/C/D) AD E40D – AD Enviro400 H47/33F – 2015.

## **RED EAGLE BUSES, Dinton near Aylesbury**

E20D MX13 BAU has a new livery, the rear end is black with jagged edges and a brief 'sketch' in red and yellow of an eagle. Recent acquisitions WX08 LNN/O/P are in process of following suit.

Correction to Fleetbook: WX08 MDZ should read YX08 MDZ,

Acquired (April), formerly First 44902/04 at Bath. (These join 'LNO' ex 44903, correcting TLB681):

YX08 LNN, LNP AD E200Dart – AD Enviro200 8.9m B29F – 2009.

Disposals: Dart SLF Y962 KRX sold for preservation (possibly summer 2020).

Dart SLFs Y158 NLK, SN51 TCK and FM52 GKF gone (by December 2020).

## **REDLINE BUSES, Aylesbury**

Detail change: E200Dart LJ09 KPJ from B29D to B\*\*F and to new livery; LJ09 KPZ is following.

## **RED ROSE TRAVEL, Dinton near Aylesbury**

Acquired (May): formerly Abellio 8108:

YX58 DTY AD E200Dart – AD Enviro200 8.9m B26F – 2008.

Acquired (May): formerly \*\*\*(?)\* at Southend Airport (to July 2020), Metroline DE 1814, First London DML 44160:

YX10 BGK AD E200Dart – AD Enviro200 10.2m B29D – 2010.

Acquired (May): formerly Ensignbus (operational fleet) No.601:

CX65 BUF AD E20D – AD Enviro200 8.9m B29F – 2015.

Disposal: Dart SLF/MCV AE56 LWL went to scrap after fire damage (May).

**STAGECOACH LONDON** (part of Stagecoach Holdings) incorporating:

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

The one-time 'London City Tour' operated by Grupo Julia had been linked to The Original Tour' within RATP. It had lapsed during the pandemic but from 20th May 2021 Grupo Julia has linked with Stagecoach London and uses the 'City Sightseeing London' brand. The Stagecoach element is in fact the six open-top Trident/ E400s 19131-36, running from Bow Garage with Stagecoach drivers. The service starts from Victoria every 30mins from 09:00, needing a PVR of five. They have acquired the overall familiar City Sightseeing red (although a very 'orangey' shade) livery so 19131-36 no longer are blue for Megasightseeing. 19133 has name 'Lord Nelson'.

LT 258, off since 28th November 2020, was back in use on 13th May. Recent refurb/ repaints included 10167, 12276, 12311, 12338, 19733, 19752, 36578, 36602 and 36604.

Transfers: (May): LT 258 BWu/BW.

Livery changes:

E400s 19131-136 to City Sightseeing livery (see notes above).

E200s 36362 to purple driver training livery.

LT 253 to advert for Sanex. LT 367 from advert for Cyberfunk to one for Ocado basket.

Disposals: E200s 36265/266 off lease in TLB681 were noted in May at AMS Auctions, Gloucester.

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----- *Current vehicle news* -----

## **SULLIVAN BUSES, South Mimms**

Scania DS 54 is now back in service, as is E20D AE 25 after its accident (TLB680 p35).

Acquired (November 2020) via Ensign Bus, formerly Metroline TE 932, 946:

E 63, 64 (LK58 KGU, KHM) AD Trident - AE Enviro400 10.1m H41/24D – 2009.

Sorry, I missed these at the time although they were in the *Where are they now?* column in TLB676 Page 36. Thanks to member Barry for noticing this. They are in Fleetbook 2021 though.

## **Edward THOMAS, West Ewell**

The years when fleets of 406Fs went up from Epsom Station to the Downs for Derby Day are long gone; on 5th June 2021 it was just Edward Thomas with three coaches and former Go-Ahead WVL 76.

## **TOWER TRANSIT - LI and X Garages**

The last use of a DN at X was 33787 on the N23 in the early hours of 1st May. With the disposal of whole batches (see below) the only other DNs remaining 'on the books' are 33637/638 that are presently on loan to RATP.

New deliveries: (May – 34025, 34029-32, June - 34016, 34035)

OE 34016 (YJ21 EVW), OE 34025 (YJ21 EXG), 34029/30/31/32 (YJ21 EXM/N/O/P), 34035 (YJ21 EXT) Optare MetroDecker MD1050EV H41/22D, ULW is 11220kg.

### Transfers

(May): OE 34025/029-032 --/X. VN 37962 X/LI. VN 37988-992 X/Xu.

(June): OE 34016/035 --/X.

### Disposals:

Correction to TLB681: DNH 3912~~5~~ went to Wheatley, not 39126.

Van Hools BH 63101/102 to Metroline (May-63101, June-63102).

DN 33639-655, DN 33787, VN 37952-961, VN 37988-992 all to Ensign Bus (May).

WN 35001 (last used here on 16th April) has gone (to ?) and noted in Budapest recently.

## **UNIVERSITYBUS (t/a uno), Hatfield and Northampton**

Another repaint to the latest livery variation is Citaro 319. Trainer 605 (C17 UNO) has acquired a blue livery. E400s 256 and 257 carry side banner promotion for "Connecting Hertfordshire" and are now allocated to route 601 (St Albans & Welwyn Garden City).

Disposals: Tridents 283, 284 (SN51 SYR, SYY) to Ensign Bus (May).

## **VECTARE, Rettendon, Essex**

Acquired (May), formerly with Stagecoach East No 47408:

KX55 PFK Optare Solo M850 B28F – 2006.

## **WESTBUS, Hayes**

Tourismo coaches 144, 148, 149 and Van Hool coach 156 were loaned to NAT in Cardiff from 12th April although they are due back here by the end of June.

Disposal: Van Hool coach 151 to Davison Coach Hire, Dungannon, Northern Ireland.

## **WHITE BUS SERVICES, Winkfield and Horsell**

To commemorate the company's formation one-hundred years ago in 1921, E20D 72 (YX70 OHT) has a 'centenary timeline' on its body sides together with a '100 years' legend in pale green; sadly pale green on white is almost invisible – as shown by the picture in this TLB!

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

Section Editor: Andrew Morgan, Easton House, Easton Lane, Bozeat, Northamptonshire NN29 7NN.

Note – email address [andrew@morgan1368.co.uk](mailto:andrew@morgan1368.co.uk) Note that 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 1643 from Mr D Dawber to Paul Whittle Car Sales, Manchester (by February).

RML 2408 was exported via Southampton Docks to China in May. This RML had latterly been part of the ThisBus.com fleet.

### Olympians:

NV 89 (R389 LGH) (ex GAL) was sold from Star Cabs (July).

NV 106 (R906 RYO) (ex GAL) further to TLB679 + 680, by the end of May, this NV has gone from the location at Charlton. Does anyone know what has happened to it ?

NV 178 (R378 LGH) (ex GAL) was sold from A to B Travel (by February).

### Miscellaneous low-floor double deck types:

DLP 60 (LJ51 DKL) (ex ALN) from Ensign Bus to Transdev group (May).

DW 7, 16 (LJ03 MVU, MVF) (ex ALN) from Vision Coaches to PVS, Barnsley (April).

DW 12 (LJ03 MVZ) (ex ALN) was sold from Preston Bus (May).

DW 66 (LJ04 LDK) (ex ALN) has been re-registered by Mario to M20 RYO in November.

DW 122 (MIB 116, ex LJ05 BNB), 124 (MIB 118, ex LJ05 BNE), 127 (MIB 236, ex LJ05 BNL), 128 (MIB 246, ex LJ05 GKX) (ex ALN) were all re-registered back to their original registrations in May and then passed from Copelands Tours to Chartwell Bus Sales, Horsham, West Sussex and on to Skills Coaches, Nottingham, Notts. (May).

VLA 21 (SFZ 767, ex LJ53 BFK), 29 (SFZ 595, ex LJ53 BDO) (ex ALN) did not pass to Big Lemon in January and instead passed from Seaford & District to Seven Sisters Bus & Coach, Eastbourne, East Sussex (January). They have been noted from May trading as Eastbourne Sightseeing. They retain the same green and off-white livery. In May they have been further re-registered to S16 EBN and S9 EBN, and named Megan and Jessica.

VLW 80 (LF52 USU) (ex ALN) from Seaford & District to Bus & Coach Repairs (dlr), Yaxley, Cambs. (February).

VLW 101 (LG52 DDF, ex BU51 TOY) (ex ALN) from Pickford to Bishops Taxis, Barroway Drove, Norfolk (December 2019).

VLW 144 (LJ03 MFE) (ex ALN) was latterly with Lister PSV but was reported as with an unknown owner in Needham Market, Suffolk before passing to Edgebury Primary School, Chislehurst, Kent (April).

VLW 151 (LJ03 MBY) (ex ALN) from Aintree Coaches to Used Coach Sales, Warrington, Cheshire (March).

VLY 609, 610 (EU05 DVW, DVX) (ex ALN) from Ensign Bus to Seven Sisters Bus & Coach, Eastbourne, East Sussex (May), and were then re-registered to S19, S20 EBN respectively.

TN 33145 (LR02 LXA) (ex FLN) from First Hampshire & Dorset to Ripley, Barnsley (July).

TN 33174 (LR02 LYT, ex HIG 1521) (ex FLN) from First South West to Ripley, Barnsley (January).

TN 33237 (LT52 WVF) (ex FLN) was sold from First Eastern Counties (May 2020).

TN 33377 – 33382 (XFF 283, UHW 661, WSV 409, OIG 1790, OIG 1791, OIG 1792, ex LK53 EYW, EYX, EYY, EYZ, EZA, EZB) (ex FLN) re-gained their original registrations in February by First South West.

TNL 33085 (LN51 GMF) (ex FLN) further to TLB681, this TNL has been repainted in a two-tone green livery for the Lizard to Helston tour. It has re-gained its fleet number 33085.

TNL 33088 (LN51 GMU) (ex FLN) from First Essex to Ensign Bus (May).

VN 36134, 36146, 36149, 36155 (BJ11 DTZ, EBL, EAO, DZZ) (ex FLN) from Ensign Bus to Tyrers Coaches, Adlington, Lancs. (May).

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----- *Where are they now?* -----

VNL 32252 (LT52 WVP) (ex FLN) has been re-registered by Seaford & District to SFZ 677.

VNL 32261, 32269 (LT52 WWG, WWP) (ex FLN) were sold from First South West (May).

VNL 32296 (LK03 NGU) (ex FLN) is confirmed from First Scotland East to Ferrymill Motors (dlr), Torrance (March).

VNW 32657 (LK55 ACO) (ex FLN) was latterly in Strathclyde Buses heritage livery, was destroyed by fire at the Caledonia depot on 24th March.

WN 35001 (LK58 EDO) (ex FLN) was seen in early June in Budapest; it is reported as sold, but can anyone confirm who now owns it ?

PVL 6 (V306 LGC) (ex GAL) has been reported from Roselyn Coaches to MC Tractors / Shelton Motors, Ramsey, Cambs. (by January). Can anyone confirm as this seems unusual and a long distance from Cornwall.

PVL 8 (V308 LGC) (ex GAL) from Roselyn Coaches to Shears (dlr), Northam, Devon (February 2019) and was sold for scrap the same month.

PVL 38 (HXZ 445, ex V338 LGC) (ex GAL) was re-registered to its original registration by Roselyn Coaches in June.

PVL 119 (W519 WGH) (ex GAL) further to TLB680, is confirmed as passing to Alpha Recovery (November).

PVL 142 (W542 WGH), 397, 401 (LX54 GZH, GZN) (ex GAL) from Ensign Bus to GDS Travel, Long Sutton, Cambs. (May).

PVL 163 (X563 EGK) (ex GAL) from Go Coach Hire to Coxheath Primary School, Coxheath, Kent (May).

PVL 267 (PN02 XBR) (ex GAL) was sold for scrap after accident damage (by March 2019).

PVL 399, 400 (LX54 GZL, GZM) (ex GAL) from Ensign Bus to Fowlers Coaches, Holbeach Drove, Lincs. (May).

VWL 27 (LF52 THV, ex L30 SBL) (ex GAL) from Shiel Coaches to Rowlands & Owen, Bodffordd (March).

VWL 28 (L60 SBL, ex LF52 THX) (ex GAL) re-gained its original registration in February and then passed from Shiel Coaches to Rowlands & Owen, Bodffordd (March).

VWL 19 (LF52 TGV) (ex GAL) correcting TLB676, this did not pass from Yorkshire Tiger to Arriva North East.

WVL 31 (LF52 ZST) (ex GAL) from Vision Coaches to PVS, Barnsley (April).

WVL 125 (LX53 AZU, ex J12 XEL) (ex GAL) was sold from Xelabus (January).

SLE 1 (YN54 OAA) (ex LU) from Midland Classic to Harrogate Coach, Tockwith, North Yorkshire (February).

SLE 5 (YN54 OAG, ex TFA 13) (ex LU) from Midland Classic to Going my Way, Cheadle, Staffs. (February) where it has been re-registered to BU54 SOS.

SLE 63, 64 (YN55 NLP, NLR) (ex LU) have been re-registered by Redfern Travel to T4 JBT and N2 JBT respectively in October 2020.

TA 212, 219 (SN51 SYR, SYR) (ex LU) from Uno Buses to Ensign Bus (May).

TA 261 (LG02 FCO) (ex LU) was sold for scrap from Pilkingtons (May).

VLE 23 (M500 EUK, ex PA04 CYF) (ex LU) was re-registered back to its original registration in February and was sold from Portsmouth City Coaches to Abus, Bristol (by May).

TE 828 (LK57 AXF), 905 (LK58 CNV), 951 (LK58 KHU) (ex ML) from Ensign Bus to Warrington's Own Buses, Warrington, Cheshire (May). They were converted to H41/31F prior to sale.

VPL 581(LK04 NLZ) (ex ML) from Completely Travel to Cambraco, Melling, Merseyside (April).

VLY 609, 610 (EU05 DVW, DVX) (ex OLST) – see the corresponding entries for VLY 609, 610 (ex ALN) above.

----- *Where are they now?* -----  
TAS 17520 (LX51 FNZ) (ex SLN) from Stagecoach South West to Crediton Motor Recycling (dlr), Crediton, Devon (July 2019) for scrap.  
TA 17597 (LV52 HHF, ex N800 BUS) (ex SLN) from Peoplesbus to Widnes Coaches, Widnes, Cheshire (April).  
TA 17604 (LV52 HHO) (ex SLN) from Ensign Bus to C & G Coaches, Peterborough, Cambs. (May).  
TA 17858 (LX03 NFC) (ex SLN) further to TLB668, this TA was confirmed as sold to Wigley, Barnsley (March 2020).  
  
VN 36134, 36146, 36149, 36155 (BJ11 DTZ, EBL, EAO, DZZ) (ex TT) – see the corresponding entries for VN 36134, 36146, 36149, 36155 (ex FLN) above.  
WN 35001 (LK58 EDO) (ex TT) – see the corresponding entry for WN 35001 (ex FLN) above.

**Low-floor single deck types:**

DWL 36, 41 (LF02 PNN, PNY) (ex ALN) from Arriva Shires to Shelton Motors, Ramsey, Cambs. (May). This updates previous reports that DWL 36 was sold in 2020.  
PDL 60 (LJ51 DCF) (ex ALN) from Arriva Shires to Shelton Motors, Ramsey, Cambs. (May).  
  
DML 44160 (YX10 BGK) (ex FLN) further to TLB675, this DML has now passed to Red Rose Travel, Aylesbury, Bucks. (May); however, it is not known where it has been since last July.  
  
LDP 69 (R469 LGH) (ex GAL) was last reported with Allsop (dlr) in 2015 and was noted with South London Bus Preservation Society (by November).  
  
DP 21, 25 (T421, 425 KAG) (ex LU) from City Sprinter to Campbell (dlr), Alexandria, West Dunbartonshire (by December 2015 and by April 2013).  
DPS 724, 726 (SN55 DVT, DVV) (ex LU) passed to J Coates, Leicester, Leics. (September 2018).  
SDP 542 (V542 JBH) (ex LU/Sovereign) from Keighley & District to PVS, Barnsley (January).  
SDP 543 (V543 JBH) (ex LU/Sovereign) from Yorkshire Coastliner to PVS, Barnsley (July 2020). It had latterly been used as a trainer with Harrogate & District since at least June 2010, then Burnley & Pendle, and to Rosso in August 2018.  
OT 30203, 30212 (YJ11 EHK, EHU) (ex LU) latterly with Priority Hire (dlr), these two OTs were auctioned by BPI Auctions in April, but there have not been any reports subsequently.  
OV 30079, 30082 (YJ12 PKV, PKZ) (ex LU) from The Bus Doctor to Access Travel, Welling, Kent (February).  
  
DLF 65 (W965 TRP) (ex ML) was sold from North Lancs Road Transport Training (by November). It was originally based at Altham but the business relocated to Oswaldtwistle by July 2016.  
DE 1814 (ex ML) See DML 44160 (FLN) above.

SLD 34125 (V125 MVX) (ex SLN) from Red Kite to Jab93 (dlr), Bridgend. Mid-Glamorgan (by March 2020).

**Miscellaneous non-low floor single deck types:**

DA 30 (K630 HWX) (ex SLN) from Stagecoach East Scotland to Parton & Allen, Barnsley (November 2019) having latterly been used as a mobile classroom / health bus 'Revolution' by Police Service Scotland.  
DAL 18 (OUI 8112, ex N318 AMC) (ex SLN) was sold from Stanways Coaches (by September 2020).  
DRL 18 (K818 NKH) from Bryans (by January 2009) to Buskeroo for use as a mobile puppet theatre but the project was abandoned.  
DRL 147 (L247 WAG) from Jones to A Leitch, Wishaw, North Lanarkshire (July 2019).  
DRL 210, 212 (N710, 712 GUM), 215 (P915 PWW) (ex ALN) were sold from Arriva Scotland West to McGills Buses, Greenock, Renfrewshire (March 2012) and were used for spares before being sent for scrap.

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----- *Where are they now?* -----

- DT 124 (H124 MOB) was sold for scrap by Haynes Logistics (October 2007).  
 DW 170 (NDZ 3170) latterly with Wealden PSV, but was reported as having been seen in Milton Keynes circa June 2015 and as sold to unknown, Romsey, Hants (July 2015), then sold again to unknown owner, North Lopham, Norfolk (February 2017), and for sale in 2019, and again for sale on eBay circa March 2020 as a caravan conversion. It was then sold in July 2020 to unknown owner, Waterlooville, Hants.  
 EDR 33 (JMN 34J, ex P309 MLD) (ex ML) from Living Hope Community Church to Godmodex Entertainment, Ballymena, Northern Ireland (by October 2019) as a mobile video and entertainment bus; it later re-gained its original registration in April 2016.  
 EDR 37 (P313 MLD) (ex ML) was sold from GB Coaches (by April 2020, possibly much earlier).  
 EDR 40 (P316 MLD) (ex ML) updating TLB658, GB Coaches to Mikro Coaches, Crewe, Cheshire (February 2013), and then sold for scrap (December 2016).  
 LDR 7, 21 (N677, 691 GUM), 22 (P822 RWU) (ex ALN) are confirmed as sold for scrap to Campbell (dlr), Dumbarton (by December 2013).  
 PD 13 (R713 YWC) (ex SLN) from Carters Coaches to Rohan Transport, Ballinghowan, Ireland (by July 2015) and registered 97 OY 3235.  
 PD 17 (R717 YWC) (ex SLN) from Mr Wright to Mr Evans, Halifax, West Yorkshire (June 2020).  
 PD 18 (R718 YWC) (ex SLN) was sold from Carters Coaches (by April 2016).

## SERVICE VEHICLES

Section Editor: Thomas Young: e-mail to tom@ltsv.com or by post via 'The SUPs Editor (LTSV)' at our Lombard address (see page 1). The LTSV web site at www.ltsv.com has an on-line database of service vehicles, with pictures, plus the facility to record your own sightings and comments. A hash sign (#) after the livery of a vehicle indicates that it carries no company lettering or logos.

### LUL/LBSL/TfL Fleet; Newly reported vehicles

?	LL20 DVK	Ford Transit Dropside Truck	LUL	Wh/Blu/Red	LBD
?	LL20 DVN	Ford Transit Dropside Truck	LUL	Wh/Blu/Red	LBD

### Additional information and updates

The two dropside trucks above were probably new last August (when they were first licensed) but have only recently been seen. 8996VW is confirmed as being in LUL white/blue/red.

Allocations and transfers include 8105F DES-SDD, 8106F LBD-SDD, 8253VW -SDD, 8419T ACN-SDC, 8609T LBD-SDD, 8817R -ACF, 8845/48F -TFP, 8957VW -SDD, 8980VW -LBD, 8991/92F -LBD, 9016F -ACN, 9022F -SDD, 9030F -EWT, 9042/43VW -SDD, 9051F -LBD, 9070VW -ACN, 9086VW -EWB, 9090VW -VCO, 9103N TLB-SDB, 9130VW -DES, 9140F -LBD and 9144/46/48/49W -SDD. Believed withdrawn is 7755F.

News of preserved service vehicles rarely features here. AEC Regent breakdown tender 739J, brought back from the USA in 2011, has been sold by Ensign to a new owner in York. It has not yet been restored.

There are updates on a couple of locations. The Emergency Response Unit (ERU) has a new north London base to replace the one in Camden that closed last year. This is in the former Public Carriage Office building on Penton Street in Islington. No reports of vehicle allocations yet but we have assigned the location code PSE. The Battersea ERU base was understood to also be due to close but nothing further has been heard. Similarly, there was a rumour that the Chancel Street base used by TfL and LBSL was expected to close. When visited recently there were no vehicles present and building work was underway. It is not yet known if this represents a closure.

----- *Service vehicles* -----**Bus Company Fleets; Newly reported vehicles**

?	MJ17 USE	Citroen Dispatch Van	Abellio	White	WL
-	FH65 CCO	Vauxhall Corsa Van	Arriva London	White	AR
-	YN68 WKS	Mercedes Vito Minibus	Arriva London	Black #	DT
-	GL69 TTV	VW Transporter Minibus	Arriva London	Grey #	DT
-	YB21 LNV	BMW 216D Hatchback	Arriva London	Black #	DT
-	YB21 LOA	BMW 216D Hatchback	Arriva London	Black #	DT
CF134	GM66 EYF	Ford Fiesta Hatchback	Arriva SC	White	NF
9756	LS13 VEU	Ford Transit Van	Arriva the Shires	White	WB
-	CY68 KKB	Ford Tourneo Custom Minibus	Go-Ahead London	Black #	DS
-	GL68 HGO	VW Transporter Minibus	Go-Ahead London	Silver #	DS
-	AV20 BXY	Ford Transit Connect Van	Metroline	Red	?
?	MJ20 UVH	Ford Transit Custom Van	Stagecoach	Red	PD

**Additional information**

Abellio 6764 (EN60 DPX) has transferred GW to BC while 6776 (CP61 BVW) is withdrawn.

The two BMW cars with Arriva London are in use as crew ferries and are most likely short-term hires. In fact they replaced a pair of similar (but white) cars YB20 YFP and YF20 WYH that had been in use since last October. FN16 BYK has moved GY to AD. Withdrawals have included SE19 BGO, YH19 YWW and FL69 LWX.

Arriva Southern Counties CF134 is a returnee, having operated from HH before transferring out to Southend a couple of years ago. It moved again, to Northfleet, in January this year. V060 (BT12 AYE) has transferred HH to WE. V1152 (YS03 UBT) and V230 (RE58 ZRO) are withdrawn, as is Arriva the Shires CF125/9736 (DV08 VMZ).

The application of new fleetnumbers to Go-Ahead London service vehicles appears to be taking some time, with just two more reported. RF19 UZL/UZR are now FV21 and FV22 respectively. Van EF19 HHG has company lettering, probably applied some time ago. EU16 KVV appears to be based at AL rather than Q.

Metroline AX19 FLA is based at AH.

The RATP Renault Master vans get their monthly mention with the news that MF20 RZK now has markings and carries its fleetnumber of R70039. However, while most of the vans are lettered as 'Engineering Support' and have light-bars and rear chevrons, RZK is 'Incident Support' and has a plain red rear and no light-bar. Only MF20 RZG remains to be reported but should be R70037 and is possibly at S. Car D75130 (MD69 KGA) is at SO.

The new Stagecoach van is low-roof (all the existing engineering Transit vans are high-roof) and has replaced YE15 EEU.

**Rail Replacements** : info via Managing Editor to [davestewart297@gmail.com](mailto:davestewart297@gmail.com)

Central: 17/18 April Stratford & Redbridge by Sullivan d/ds assisted by Metroline; also Stratford & Loughton by Sullivan d/ds, also Woodford & Ilford by Ipswich Buses Citaro, Arriva London North E200s, .Trustybus Scania Omnicity; also Loughton & Epping by Sullivans/ds and Loughton & Theydon Bois by HCT E200s.

Bakerloo and Overground: 01/02May and 15/16May Queen's Park to Harrow & Wealdstone by Metroline. Harrow & Wealdstone to Watford Junction by Sullivan E200s. Also 03May early am Willesden Junction to Harrow & Wealdstone.

District: 01/02/03May Tower Hill & Barking by Sullivan Buses (assisted by Metroline on 3rd). 15/16May and 29/30/31May Hammersmith & Wimbledon by Metroline. Assisted 15/16May by Abellio, Go-Ahead and Westbus.

Piccadilly and District: 8/9May Earl's Court & Northfields by Arriva London North & South and Abellio. Ealing Broadway & Rayners Lane by Sullivan Buses.

Northern: 23May Canons Park- Edgware or High Barnet to Golders Green and Finchley Road by Metroline.

----- Rail Replacements -----

Overground: 8/9 May Acton Central & Richmond by Abellio and Metroline.

11 April West Croydon & New Cross Gate by Go Ahead.

DLR: 01/02 May Canary Wharf & Beckton by Abellio.

Thameslink: 2/3/4 April (incl. overnight) West Hampstead & Mill Hill Bdy by Go-Ahead and Metroline.

Great Northern: 11 April (early am) Finsbury Park & New Barnet by Go-Ahead and Metroline. Late 23 April, late 24th, early 25th Alexandra Palace & King's Cross, also Great Northern as well as Thameslink London Bridge & West Hampstead. 24/25 April Potters Bar & Cockfosters by Metroline and Go-Ahead. Early am 6 June Finsbury Park & Potters Bar by Go-Ahead and Metroline.

South Eastern: 02/03 and 10/11 April Lewisham & Orpington by Go-Ahead SEs, SOEs and Passenger Plus coaches.

Southern: 07 March Horsham & Three Bridges. Horsham & Littlehampton and Horsham & Barnham: operators observed were Southern Transit (Enviro City), Go Ahead London (VWL's), Brighton & Hove (Volvo/Wright dd's), Crawley Luxury (Dart/Plaxton, Volvo coaches), Metrobus (Scania Omniscity dd's) and an anonymous Mercedes minibus.

06 March Purley & East Grinstead or Uckfield by Go-Ahead, incl. SE87 (Commercial), WVN 42 and MHV 34, E 285. On 07 March also Go-Ahead d/ds. A repeat on 13/14 March with Go-Ahead d/ds and a Southdown Dart on 14th. Upper Warlingham & Woldingham shuttle by Passenger Plus with a coach. 20/21 March Purley & East Grinstead by Go-Ahead d/ds with a B&H d/d on 21st.

14 March only West Croydon & Epsom Downs by d/d from Arriva London South, Go-Ahead, Cardinal Buses. Also 14 March Streatham & Epsom by Arriva London South and Go Ahead d/ds.

28 March (am only) East Croydon & Redhill by d/ds from Arriva London South, Go Ahead, Southern Transit, Southdown PSV and Metrobus.

28 March Purley & Tattenham Corner by s/ds from Go-Ahead and Passenger Plus. 28 March East Croydon & Redhill by all d/ds by Go Ahead, Metro, Southern Transit, Southdown PSV. 28 March Purley & Tattenham Corner by Go-Ahead SE, SOE and Passenger Plus coaches.

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## Adverts and Members' Appeals

Adverts are included as a service to members from the advertisers. LOTS is not involved in any of them, nor does it necessarily endorse them. Readers must deal with advertisers direct.

For Sale: TLBs - Odd issues in the range 134 to 160. Then basically all issues from 160 until 555. (late 1970s until 2010). LBMs – Odd issues in the range 1 to 16. Then basically all issues from 16 until 154. (same date range). It is 'buy all', sensible offers please, buyer must collect (Brighton). E-mail to Martin Squires at [martinsquires@outlook.com](mailto:martinsquires@outlook.com).

For Donation: I have inherited a collection of around 1,000 transport books and magazines, most of which I am looking to dispose of in whole or in part. Bus items are British Bus Fleets books from the 1960s (mostly marked) and numerous Ian Allan, LOTS, Capital/BBP, DJ Slater and PSV Circle fleet books from the 1970s to the present (including an almost complete set of 393 unmarked G-lists). Also recent TLBs and Buses magazines and a selection of general books. Railway items are some recent magazines and general/photo-album books. All items are free but would ideally need to be collected from me in Abbey Wood (London). Please contact [tom@ltsv.com](mailto:tom@ltsv.com) for a list or any other details.

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

This TLB closed on 10-13 June and due for posting on 22 June. Closing date for TLB683 is Weds 7 July and due for posting on Tues 20 July. Reports to the Editors by post or e-mail to [davestewart297@gmail.com](mailto:davestewart297@gmail.com) or to heads of sections for contact points. Next closing dates are Weds 04 Aug, 08 Sep, 06 Oct, 03 Nov, 01 Dec 2021. These dates are for us editors to have sufficient time to process, although info over the next four days can invariably be slotted in as time and space allows. Those of you who report regularly should 'bookmark' these dates.

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Another example of a 'foreigner' on a school bus extra in Greater London now. Ensignbus 709 was one of two detached across the River and here it is in Kidbrooke Park Road on the B16 to Bexleyheath, a route mainly run by Go-Ahead. (Richard Godfrey)



White Bus in Berkshire celebrates its Centenary in 2021 and E20D No.72 has on its sides a series of small local scenes in its area plus a '100 years' logo, unfortunately in pale green that does not show up very well. In this view it is on the 441 in Staines. (Terry O'Neill)



A new operator to our area is A2B, now with several routes in North Hertfordshire. For the SB10, a short route within Stevenage, they use this Solo decorated with a large 'SB' logo that was first used by LCBS in 1972. YJ13 HKW with dark blue blinds(!) pauses in Bedwell Crescent. (Richard Godfrey)

**Rear cover:** After the handsome new red and white livery of Redline, Red Eagle has joined in. Its latest purchase, E20D MX13 BAU, has had a black rear end added plus a drawing of an eagle! Red Eagle operate far and wide, here seen plying the 361 existing from Tippendell Lane, Chiswell Green, en-route to St Albans. (Richard Godfrey)



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