

The London Bus

Number 685
September 2021



London Omnibus Traction Society
www.lots.org.uk

RATP route 111 has been converted swiftly to LT operation, indirectly to provide VHs on 49 and X140 from 4th September until the designated electric E400EVs could be put into service. LT 89 is in Station Road, Hampton on 14th August.
(Terry O'Neill)



Route 49 returned from Abellio to RATP on 4th September but awaits road layout changes to facilitate electric E400EV operation. The outgoing operator's E400H No.2469 is seen in Kensington High Street. The E400Hs are due to move to the 156 and 345 to replace diesels.
(Haydn Davies)



Ensignbus' summer Southend sea-front service 68 this year has been home to the only Enviro500 to operate in passenger service in England.
(Haydn Davies)



Front cover: On 23rd August new services began to the Amazon Distribution Centre at Littlebrook, Dartford. On the first day a cyclist races Go-Coach's former Abellio E400 No.9510 in Rennie Drive close to the ADC. Go-Coach kept Abellio's fleet numbers for the batch used on service AZ.
(Terry Wong Min)



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



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Managing Editor: David Stewart, 5 Kathleen Avenue, Wembley, HA0 4JH or e-mail via <davestewart297@gmail.com> I finalise the newsletter, deal with the photographs and miscellaneous items in TLBs such as Society Matters, Appeals & Adverts, notification of Publications and Events.

Our principal services are centred on the **LOTS general office** 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** can be used for quick enquiries and follow-ups, including for address changes, non-arrival of TLB/LBM and blank or missing pages.

For enquiries about, or, orders to **Postal Sales**, please **E-mail** lotspostalsales@gmail.com

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UK rate: £30 MEM+TLB; £47 MEM+TLB+LBM; £24 LBM only.

Europe rate: £40, £57, £27 respectively. Rest of the World: £40, £61, £27 respectively.

Reports for TLB should first go to individual section sub-editors (each section is headed by the contact details) or via my e-mail and it will be passed to the appropriate person. The TLB Editors should be addressed direct by e-mail or post - Please do NOT use Lombard for TLB items as it will miss the deadline. If it is specifically for the LBM Editor, e-mail to lbm.editor@yahoo.co.uk or write via the Lombard address, marking envelope for which service or who it is that you want.

Please note TLB closing dates at the foot of page 1, though we can usually include late items in the following three days if layouts allow it. Production will NOT be delayed for items received too late.

The Editors reserve the right to defer items to achieve page layouts or target dates, or to allow time for confirmation where appropriate. Every effort is made to ensure factual accuracy but the Editors and the Society cannot accept responsibility for errors of fact subsequently discovered.

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London Bus Magazine: e-mail to lbm.editor@yahoo.co.uk or write via G16 Lombard Business Park, 8 Lombard Road, Wimbledon, London SW19 3TZ, address, mark envelope for 'LBM Editor'

TLB Backnumbers from Charlie Turton, 21 Coleridge Walk, Langney, Eastbourne, BN23 7QJ.

LOTS Members' Information Service (your requests for historical info. on London bus matters):

Les Stitson, 3 Purley Close, Barkingside, IG5 OTP or by e-mail to lots.infosvs@btinternet.com

LOTS Ombudsman: (complaints and problems about LOTS services): David Kemp, 10 Weare Gifford, Shoeburyness, Essex SS3 8AB) (In letters to Info Service and Ombudsman, **please add .a.e.**).

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Closing date for TLB686 is Weds 6th October and due for posting on Tues 19 October.

Booked later closing dates are Wednesdays 03Nov, 01Dec 2021, 05Jan 2022.

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Society Matters – including LOTS Meetings

“Would the member who paid his subscription on 2nd August at the RBS branch in Wavertree, Liverpool, contact the membership secretary please? We don’t know who you are! Thank you.”

LOTS Meetings at Conway Hall, Holborn at 7.30pm. Conway Hall authorities currently request that visitors are encouraged to wear face masks and that those feeling that they have Covid symptoms are asked not to attend.

Monday 27th September in the Brockway Room – the LOTS 2020/2021 AGM

Monday 25th October in the Great Hall - a photographic presentation “When Boris let me out!” by Russell Young.

Monday 29th November in the Great Hall – Speaker T.B.A. No meeting in December).

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).

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

Sat 02 Oct: NLETE Transport Bazaar at Theydon Bois Village Hall, 11am-3.30pm. admission £3 (accompanied children free).

Sun 03 Oct: A&DMBS’ Country Running Day from Chesham Broadway.

Sat 09 Oct: London Bus Museum’s Running Day on route 93 between Putney Heath and Epsom and Dorking. Like the 65 event last April, this will be a combination of free public service along most of the current 93 (excluding the congested Putney High Street section) plus the historic route to Epsom and Dorking. It will include a road run for vehicles that prefer not to run in service.

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. **(LSS)**.

Fri/Sat 05/06 Nov: Aldenham Spectacular at Borehamwood, detail to come **(LSS)**.

Sun 07 Nov: Muswell Hill Running Day on former routes, e.g.RTs on 212express, 244, 251A; RM on 134A, RF on main 212. Full timetables will be available in due course.

Sat 20 Nov: NLETE Transport Bazaar at St Paul’s Centre, Church Street, Enfield. 11am-2.30pm. admission £3 (accompanied children free).

Membership payment

You can pay through the banking system if you wish. Our account number is 11725054, sort code 16-32-45. Please just add your name to the paying-in slip and then send us an e-mail to lotsmemsec@gmail.com with your name, address and membership number (if known) to tell us what you have subscribed to. Occasionally we receive payments without any idea as to what they were for. The same email address can be used to query membership matters, to query non-arrival of TLB or LBM, missing or damaged pages, queries about Postal Sales or even if you wish to discontinue membership for some reason.

LOTS Postal Sales

In addition to writing into the LOTS Office, **orders may be e-mailed to lotspostalsales@gmail.com** and then make a direct bank payment sent to our bank account:- detail in ‘membership’ above. In your e-mail please ensure that you include your name, address and LOTS Membership Number (as shown on your TLB envelope label) and also use your name as a reference for your bank payment, Membership Number and the words “Postal Sales”. (Banks don’t tell us who you are and what you ordered)!

NOTE: For anyone wishing to pay their Membership renewal subscription at the same time, please use “Mem + Sales” as the reference on the bank payment in addition to your name / Membership Number. The LOTS Postal Sales Team will inform the Membership Secretary accordingly. Any follow-up enquiries concerning Postal Sales can also be sent to the same e-mail address; this even applies if you have written in with your order originally. Please remember that all orders will be dealt with as soon as possible, subject to ‘staff’ availability - especially in these current times - but, please still allow the usual 28 days for receipt of your order.

If you use the post, please address your orders to LOTS Postal Sales, Unit G16 Lombard Business Park, 8 Lombard Road, Wimbledon, London SW19 3TZ. Make sure that the 'Postal Sales' name is included prominently, so we can give the order the best attention. The most recent Sales List was included with TLB681 and in any case the Sales List on our website can be used. Orders from the Sales List or a letter is perfectly acceptable. In each case, please don't staple cheques to the form – they really won't get lost by us but might be when the banks try to process them electronically! For any subsequent query over Postal Sales you can email to lotspostalsales@gmail.com

Recent and new publications:

LOTS London Bus Magazine LBM197 Autumn 2021: Main items are: ‘The last years of step entrance buses Part 2 which focuses on non-TfL and country area operations’ and ‘An imaginary journey by tram 90 years ago’. (£5.00) ****NEW****

LOTS London Bus & Tram Fleetbook 2021: Updated to TLB681. (£7.00).

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). ****recent****

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. ****recent****

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

LOTS LBM196 Summer 2021 London Bus Magazine (£5.00).

LOTS LBM195 Spring 2021 London Bus Magazine (£5.00).

LOTS LBM194 Winter 2020/21 London Bus Magazine (£5.00).

2021 Route Handbook of Brighton & Hove (SEC) £2.00.

2021 Route Handbook of Stagecoach South Limited (SEC) £2.00. Both list depots and outstations.

Today's London Overground - A Pictorial Overview by Justin Bailey (Pen & Sword) (£30.00).

176 pages with 200 colour illustrations) Published by Pen & Sword Books.

A Photographic Journey through the London Underground – look again by Elke and Niko Rollmann (Pen & Sword) £25.00 152 pages with 200 colour illustrations).

Southdown Fleet History Part 31: 1966 The last standard PD3s (SEC) (£7.00)

SEC Fleet Book 2021: covering Stagecoach South; Stagecoach South East; Brighton & Hove; First Hampshire & Dorset (SEC) **(£7.50)**

Sussex Independents 2021: A guide to fleets and services of smaller operators (SEC **(£6.00)**)

Working For London Buses - Stories from those involved. Capital Transport **£25.00;** 128 pages, A4 Hardback, covering “stories behind 16 aspects of London Bus operation over the past 50 years”.

----- *Publications* -----

- Surrey's Spring Line** - A History of Country Bus Route 408 by Peter Osborn (LHRG); A4. 72 pages. Many colourpouour and B&W photos. This marks the centenary of the first East Surrey service between Guildford and Epsom in November 1921 which became the 408. **(£10.00)**new****
- The London Dennis Trident** by M. Wharmby (Pen & Sword) **(£35.00) **new****
- London Trolleybus Collection** by Mick Webber. Bowden Publishing **£40.00**; 194 pages, A4 Hardback, “illustrating the many and varied aspects of trolleybus operation in London from 1931 to 1962. Further overseas use in Malaya and Spain is also featured”.
- Buses & Coaches In and Around Walton-on-Thames and Weybridge 1891-1986** by Laurie James. Pen & Sword Books **£30.00**; 208 pages with “200 colour and black & white photos and maps”.
- Do not alight here:** updated 2021 handbook-size edition with maps of the walks. By Ben Pedroche
- Today's London Overground - A Pictorial Overview** by Justin Bailey **£30.00**
(176 pages with 200 colour illustrations) Published by Pen & Sword Books
- A Photographic Journey through the London Underground – look again**
by Elke and Niko Rollmann **£25.00** (152 pages with 200 colour illustrations)
Published by Pen & Sword Books
- 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****

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-19 rates increased during August with daily infections reaching around 40,000 by early September, raising concerns about further increases with schools returning and questions about whether 12-16 year olds should be vaccinated. However, hospital admissions and deaths are still way below levels experienced last winter as a result the successful vaccination programme. Life has returned to normal at sports venues and theatres and night clubs now at full capacity again.

Public transport usage is increasing but remains well below pre-pandemic levels. Underground patronage has reached around 53% of pre pandemic levels on working days with buses achieving over 60%. Fortunately, the peak trend is now increasing faster as people return to schools and workplaces. Underground use increased by over 20% between 8am and 9am during the first week of September and both modes consistently do better at weekends. More good news is that people are now being actively encouraged to use public transport again. National Rail has started a publicity campaign promoting rail travel (with the red double arrow symbol featuring prominently) and several rail companies have been using TV ads to promote their services.

A significant fares increase in January 2022 is not inevitable according to Transport Commissioner Andy Byford and London Mayor Sadiq Khan. Addressing the London Assembly on 2 September they said higher fares would deter people from returning to public transport and could encourage a car led recovery. Fare increases are usually linked to the July retail price index which was 3.8% and would result in a 4.8% fares increase under the Government's RPI+1% formula. Discussions on funding levels after the current agreement expires in December are continuing (TLB 684 refers).

TfL has confirmed the opening date for the **Northern line extension to Battersea Power Station** as Monday 20 September. There are two new stations, Nine Elms and Battersea Power Station, both of which are in zone 1. This is the first major extension to the Underground network this century and the first new Northern line stations to open for 80 years. The initial train services will run every 10 minutes at peak times and every 12 minutes at off peak times on the Charing Cross branch. Those frequencies will be doubled from 2022. Meanwhile in east London the original entrance to **Whitechapel station** on Whitechapel Road has re-opened, providing step free access to London Underground and London Overground platforms. The temporary entrance on Court Street has now closed and will be removed.

----- *General & Industry News* -----

The two middle District and H&C line tracks (used for many years by terminating H&C services) have been removed to provide a wide concourse area with improved access to the Overground platforms below. New escalators will provide access to the **Elizabeth line** platforms which is due to open in the first half of 2022. TfL has confirmed that when the central section of the Elizabeth line opens there will initially be three separate services, Abbey Wood to Paddington (low level), Paddington (National Rail) to Heathrow or Reading and Liverpool Street (National Rail) to Shenfield.

More people are using the **Emirates Cable Car**. Weekly figures exceeded 60,000 during August and the bank holiday weekend was the busiest since 2012. More than 13 million trips have been made since it was launched. TfL has announced it is looking for a new sponsor as the existing agreement ends in June 2022.

An advert for the Channel 4 programme **Naked Attraction** created a social media storm and was banned a few days after it appeared on the sides of buses. The T-shaped adverts contained the words 'Loves Naked Attraction' and 'Loves Being Naked' with arrows pointing towards passengers sitting on the upper deck. The ads were heavily criticised on social media. They had been displayed on buses all over the country by media giant Global which handles most commercial advertising on UK buses. As bus and train commentator Roger French pointed out in his blog, the protests proved bus advertising does work. He suggested bus sides should instead be used to promote positive messages of bus travel.

Thomas Ableman is joining TfL as Innovation Director, which appears to be a new role. He started 'Snap' before the pandemic which achieved some success with on-demand inter-city coach services, competing with Megabus and National Express and most significantly, Flixbus but he says Snap will not return. 'Freewheeling', Thomas Ableman's website and blog contains well-informed articles on the challenges facing public transport, so it will be interesting to see how he manages to make an impact at TfL. Sadly, he has decided not to continue his blog when he joins TfL.

Corporate and company news

Go-Ahead has appointed Ed Wills as Managing Director at Brighton & Hove and Metrobus, replacing Martin Harris who is retiring in November. He is currently Managing Director for Bus Commercial Development at Go-Ahead.

Other General News

Staff shortages have become an unlikely outcome of the pandemic in recent weeks. A year ago, all the talk was of people being laid off or furloughed. Now many companies, including those in the transport industry are finding it increasingly hard to recruit and retain staff. HGV drivers are in particularly short supply. Part of the problem has arisen due to foreign workers returning to their home countries when pandemic began. Add to that the unintended consequences of Brexit and long delays at the DVLA for driving tests and you have that much over-used phrase 'a perfect storm'. Some bus companies outside London are already having to cut services while supermarkets are finding it difficult to remain fully stocked and the indications are that this situation will get worse before it improves. On top of this, companies such as Amazon are opening huge distribution centres and are paying bus companies to offer drivers far higher wages than local bus companies could normally manage, to provide special services designed to meet their needs. One such facility opened recently on the site of the former Littlebrook power station, close to the Dartford Crossing and served by Go Coach Hire.

Councillors in Harlow are pressing the town Council to call for a seven-mile **extension of the Central line from Epping to Harlow**. The Council will also lobby to extend London fare zones pointing out that a Contactless off-peak single **fare** from Amersham to Liverpool Street costs £4.30 and takes 65 minutes while a single fare from Harlow Town to Liverpool Street costs £14.50 but takes 35 minutes. TfL said it has not had any engagement with Harlow Council. Given that the Watford Junction extension on the Metropolitan line has so far taken about 40 years without anything being built, the likelihood of this proposal proceeding must be very slim.

The Marble Arch Mound which opened on 23 July with tickets costing £4.50 to much criticism (TLB 684 refers) is now free. However, you have to pre-book entry tickets on-line.

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

No new tender awards this month, the tranche list remains as in TLB684.

ROUTE AND SERVICE CHANGES

10th, 16th, 17th, 24th, 26th, 31st July and 7th August 2021: All as in TLB684.

Saturday 14th August 2021:

31 Change was cancelled. 137 as in TLB684. C10 The terminal working at Victoria was deferred.

Thursday 19th August to Sunday 22nd August 2021:

The Aldwych one-way system closed for conversion to two-way working as detailed in TLB684.

The roads reopened on time, with the south side of Aldwych permanently closed to be pedestrianised as a new public space and the western and eastern arms becoming two-way. Therefore, all southbound routes from Kingsway: **1, 59, 68, 91, 168, 188/=, 243/=, 521, N1, N68, N91, N171 and X68** are now diverted via Aldwych western arm; with westbound routes from Fleet Street: **11, 15, 26, 76/=, 341/=, N11, N15, N21, N26, N89, N199, N550 and N551** now diverted via eastern and western arms of Aldwych. New stands for terminating routes **6/=, 9, 87, 172, N9, N44, N87 and N155** were established in Melbourne Place, departing via the eastern and western arms of Aldwych, as well as retaining a stand on the south side of Aldwych before the junction with Melbourne Place.

All information is repeated in full from this point:

Saturday 21st August 2021:

- 64/= (*Arriva London South*-TH) (Thornton Heath Pond & New Addington, Vulcan Way) LBSL (QC) contract extended for 2 years.
- 146 (*Stagecoach Selkent*-TB) (Bromley North Station & Downe, St. Mary's Church) Renewal of LBSL (QC) contract using existing AD E20D Enviro200 diesel single-decks.
- 158/= (*Arriva London North*-EC) (Stratford, Bus Station & Chingford Mount, Prince Albert) Revised duty schedules with running number change.
- 190 (*Metroline Travel*-AH) (West Brompton, Empress State Building & Richmond, Bus Station) Revised Mon-Fri timetable for reliability.
- 234 The change in TLB684 was cancelled.
- 336 (*Stagecoach Selkent*-TB) (Catford, Thomas Lane & Locksbottom, Pallant Way) Renewal of LBSL (QC) contract using existing AD E20D Enviro200 diesel single-decks. An additional journey introduced in AM peak towards Locksbottom.
- 344/= (*Abellio*-QB) (Liverpool Street Station, Bishopsgate & Clapham Junction, St. John's Hill) Renewal of LBSL (QC) contract using existing AD40H Enviro400H hybrid double-decks. Mon-Fri daytime frequency reduced from x7 to x8mins.
- 417 (*Arriva London South*-N) (Clapham Common, Old Town & Crystal Palace) LBSL (QC) contract extended for 2 years.

PVR Changes 21st August 2021:

- Abellio: 344 to 21+/18/18 #QB351+ (+1 on Fri only as #352) =344 4 every night #QB351+;
- Arriva London South: 417 to 12/11/8 #N41+; no change to 64 PVRs;
- Arriva London North: 158 to 25/25/18 #EC151+;
- Metroline Travel: 190 to 10/10/8 #AH51+; 234 no change to PVRs.
- Stagecoach Selkent: 146 to 1+/2+*/1+* (+1/336, *336) #TB171+; 336 to 11*/10*/9* #TB181+ (*146).
-

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

Saturday 28th August 2021:

Routes 35, 63 and 343 had pre-covid schedules restored. Routes 129, 180, 286 and 386 gained widened timetables for cycle works in the Greenwich area.

- 2 (Arriva London South-N) (Marylebone Station & Norwood Garage) Mon-Sat daytime frequency reduced from x7½ to x8-9mins.
- 7 (Metroline Travel-PV) (Oxford Circus & East Acton, Brunel Road) Mon-Sat daytime frequency reduced from x8 to x12 mins. (Surplus WHDs to part of route 245).
- 9 (London United-V) (Hammersmith Bus Station & Aldwych) Mon-Sat daytime frequency reduced from x7½ to x10mins, and Sunday and evenings reduced from x10 to x12mins.
- 16 (Metroline Travel-W) (Victoria Station & Cricklewood Garage) Mon-Sat daytime frequency reduced from x7½ to x10mins, and Sunday and evenings reduced from x10 to x12mins.
- 17 (Metroline Travel-HT) (Archway Station & London Bridge Station) Partially converted to BDE-class BYD D8UR/AD Enviro400EV electric double-decks, displaced from route 43.
- 27 (Abellio-QB) (Hammersmith Grove & Chalk Farm) Mon-Sat daytime frequency reduced from x8 to x10mins.
- 30 (Metroline Travel-KC) (Hackney Wick, Chapman Road & Marble Arch) Mon-Fri peak hour frequency reduced from x8-9 to x10mins.
- 43/= (Metroline Travel-HT) (Friern Barnet, Library & London Bridge Station) Mon-Sat daytime frequency reduced from x6-7 to x8mins.
- 111/= (London United-AV) (Kingston, Cromwell Road Bus Station & Heathrow Airport Central) Converted to LT-class NRM New Routemaster operation, although in practice some LTs started to appear a couple of weeks before this. (see vehicle news).
- 113 (Metroline Travel-EW) (Edgware Station & Oxford Circus) Re-routed from Oxford Street, Selfridges to terminate at Marble Arch, thus withdrawn from Oxford Street. Mon-Sat daytime frequency reduced from x7½ to x8-9mins.
- 148/= (London United-S) (Camberwell Green & White City) New contract introduced early. Mon-Sat daytime frequency reduced from x7½ to x10mins, and Sunday and evenings reduced from x10 to x12mins, and nightly from x20 to x30 mins. Restored to White City at all times.
- 153 (Go-Ahead London General-NP) (Finsbury Park Station & Liverpool Street Station) Re-allocated from Northumberland Park (NP) garage to Waterloo (RA) garage.
- 159/= (Abellio-QB) (Streatham Station & Marble Arch) Route withdrawn between Marble Arch and Oxford Circus.
- 185 (Go-Ahead London Central-Q) (Victoria Station & Lewisham, Town Centre) The revision to the departure at Victoria was deferred.
- 324 (Metroline Travel-W) (Brent Cross, Tesco & Stanmore Station) Extended daily from Stanmore Station to Centennial Business Park via London Road, Brockley Hill and Centennial Avenue.
- 332 (Metroline Travel-W) (Brent Park, Tesco & Paddington Station) Partially converted to LT-class NRM New Routemaster operation.
- 377 (Arriva London North-E) (Oakwood Station & Ponders End Garage, M-S) PM SDO journey at 15:25 withdrawn.
- 433 (Abellio-BC) (West Croydon, Bus Station & Addington Village, Interchange) Revised Mon-Fri timetable with additional peak vehicle withdrawn.
- 487 (Metroline West-ON) (South Harrow Station & Harlesden, Willesden Junction) Re-allocated from Alperton (ON) garage to Willesden Junction (WJ) garage.
- 507 (Go-Ahead London General-RA/Q) (Waterloo Station & Victoria Station) Renewal of LBSL (QC) contract using existing SEe-class BYD D9UR/AD Enviro200EV electric single-decks. Mon-Fri peak frequency reduced from x3-4 to x7½mins, Mon-Fri daytime from x6 to x7½mins, Saturday, Sunday & evenings unchanged at x12mins. Waterloo (RA) garage will be opened at weekends, so Camberwell (Q) allocation withdrawn.
- 521 (Go-Ahead London General-RA) (London Bridge Station & Waterloo Station, Mo-Fr) Renewal of LBSL (QC) contract using existing SEe-class BYD D9UR/AD Enviro200EV electric single-decks. Mon-Fri peak frequency reduced from x2-3 to x5mins but daytime remains x10mins.

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

Saturday 28th August 2021, Continued

- N2 (*Arriva London South-N*) (Marylebone Station & Crystal Palace) Weekend frequency restored from x30 to x20mins
N9 (*London United-V*) (Aldwych & Heathrow, Terminal 5) Nightly frequency reduced from x20 to x30mins.

PVR Changes 28th August 2021:

- Abellio: 27 to 18/17/14 #QB401+, 159 to 25/25/13 #QB1+, 433 to 9/5/4 #BC221+;
Arriva London North: 377 to 3/3/- #E421+;
Arriva London South: 2 to 20+/20/17 (+1/468) #N101+, N2 to 6 Su-Th/ 8 Fr-Sa #N131+
Go-Ahead London General: 153 to 11/10/9 #RA101+, 507 to 9/5/4 #RA41+; 521 to 15/-/- #RA1+; 153 NP withdrawn; 507/521 Q withdrawn;
London United: 9 to 14/14/11 #V41+, N9 to 7 every night #V481+, 148 to 17/17/16 #S201+, =148 to 5 Su-Th; 4 Fr-Sa #S201+;
Metroline Travel: 7 to 12/11/12 #PV1+, 16 to 14/14/11 #W601+, 30 to 19/18/15 #KC101+, 43 to 26/24/18 #HT171+, 113 to 23/19/14 #EW101+, 324 to 7/7/7 #W131+, no change to 186 PVRs;
Metroline West: 487 to 11/10/7 #WJ151+.

Bank Holiday Monday 30th August 2021:

Normal Sunday Service on all routes. As indicated above, no special services for Notting Hill, which was cancelled as a street event for the second year running.

- 166 (*Arriva London South-TC*) (West Croydon & Epsom) Last day of operation of additional weekend shuttle service between Purley and Banstead.

Saturday 4th September 2021: (or first appropriate day for school routes).

Route 23 reverted to pre-Covid schedules – C3 was not on a pre-Covid schedule, it was operating normally before the Clapham Junction diversion, sorry about that! A quick reminder is that all of RATP routes regained normal pre-Covid schedules from this date, so need to record a new PVR for route 28. Also from this date, schoolday schedules are restored, although many SDO journeys and some timetables of 6xx routes changed to suit various changes to the school day throughout the area.

- 49 (Clapham Junction, Northcote & White City, Bus Station) LBSL (QC) contract awarded to *London United* using new BCE-class BYD/E400EV electric double-decks from Shepherd's Bush (S) garage in due course. However, currently operated by VH-class Volvo B5LH/ Wrightbus hybrid double-decks, temporarily displaced from other routes. (*see vehicle news.*) Previously operated by *Abellio* using AD Enviro 400H hybrid double-decks from Battersea (QB) garage. Mon-Sat daytime frequency reduced from x8 to x10 mins.
- 114/= (*Metroline West-UX*) (Mill Hill Broadway Station & Ruislip Station) LBSL (QC) contract extended for 2 years.
- 117 (West Middlesex Hospital, Main Entrance & Staines, Bus Station) LBSL (QC) contract awarded to *London United* using existing MCM-class Mercedes Citaro and DLE-class E20D diesel single-decks from Hounslow (AV) garage. Previously operated by *Metroline Travel* using DE-class AD E20D Enviro 200 and E200/MCV diesel single-decks from Brentford (AH) garage.
- 140/= (*Metroline Travel-HD*) (Heathrow Airport Central & Harrow Weald Garage) Renewal of LBSL (QC) contract using existing VWH-class Volvo B5LH Wrightbus hybrid double-decks.
- 156 (*Abellio-QB*) (Wimbledon, Sir Cyril Black Way & Vauxhall Station) Renewal of LBSL (QC) contract using AD Enviro 400H hybrid double-decks from Battersea (QB) garage. The contract renewal was brought forward from 11th September.
- 182 (*Metroline Travel-HD*) (Harrow Weald, Oxhey Lane & Brent Cross, Shopping Centre) Renewal of LBSL (QC) contract using existing VW/VWH-class Volvo B5LH Wrightbus diesel/ hybrid double-decks.
- 183/= (*London Sovereign-SO*) (Pinner, Love Lane & Golders Green Station) Renewal of LBSL (QC) contract using new BCE-class BYD/E400EV electric double-decks in due course.
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----- Greater London Route Devts -----

Saturday 4th September 2021, continued:

- 186 (*Metroline Travel*-HD) (Northwick Park Hospital & Brent Cross, Shopping Centre) Revised daily timetable for running time. (deferred from 28th August).
- 203 (*London United*-AV) (Hounslow, Bus Station & Staines, Bus Station) LBSL (QC) contract extended for 2 years.
- 204 (*Metroline West*-ON) (Sudbury Town Station & Edgware Station) Re-allocated from Alperton (ON) garage to Edgware (EW) garage, thus novated to *Metroline Travel*.
- 251 (*London Sovereign*-BT) (Arnos Grove Station & Edgware Station) LBSL (QC) contract extended for 2 years.
- 253 (*Arriva London North*-CT) (Hackney Central Station & Euston Station) Mon-Sat daytime frequency reduced from x6-7 to x8mins, and Sunday and evenings reduced from x8 to x10mins.
- 254 (*Arriva London North*-AE) (Aldgate Station & Holloway, Nag's Head) Mon-Sat daytime frequency reduced from x6-7 to x8mins, and Sunday and evenings reduced from x8 to x10mins.
- 292 (*Metroline Travel*-EW) (Borehamwood, Rossington Avenue & Colindale, Asda) Re-allocated from Edgware (EW) garage to Harrow Weald (HD) garage.
- 340 (*Arriva London North*-AD) (Edgware Station & Harrow, Bus Station) LBSL (QC) contract extended for 2 years.
- 398 (*London Sovereign*-SO) (Ruislip Station & Wood End, Lillian Board Way, M-S) Renewal of LBSL (QC) contract using new BME-class BYD/E200EV electric single-decks in due course.
- 415 (*Abellio*-WL) (Tulse Hill Station & Old Kent Road, Tesco) Re-allocated from Walworth (WL) garage to Battersea (QB) garage.
- 467 (*London United*-TV) (Epsom, Town Centre & Hook, Kingston by-Pass; SDO jnys to/from Hinchley Wood School, also Epsom General Hospital) Renewal of LBSL (QC) contract using existing ADE-class AD E40D Enviro400D diesel double-decks.
- 608 (*Go-Ahead Blue Triangle*-RR) (Gallows Corner, Straight Road & Shenfield School, SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 643 (*Metroline Travel*-W) (East Finchley Cemetery & Brent Cross, Shopping Centre, SDO) Afternoon journey retimed.
- 646 (*Go-Ahead Blue Triangle*-RR) (Noak Hill, Tees Drive & Cranham, Moor Lane SDO) Renewal of LBSL (QX) contract using existing SE-class AD E20D Enviro200D diesel single-decks. Revised timetable to cater also for withdrawal of route 648.
- 652 (*Go-Ahead Blue Triangle*-RR) (Rainham, Abbey Wood Road & Upminster Station SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 656 (*Go-Ahead Blue Triangle*-RR) (Gallows Corner, Tesco & Emerson Park School SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 679 (*Go-Ahead Blue Triangle*-RR) (Goodmayes, Lord Napier & Woodford Wells, Bancroft's School SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 686 (*Go-Ahead Blue Triangle*-RR) (Romford, St. Edward's School & Harold Hill, Dagnam Park Square SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 690 (Norwood Garage & Earlsfield, Burntwood School SDO) LBSL (QX) contract awarded to *Go-Ahead London Generall* using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks from Plough Lane (PL) garage. Previously operated by *Arriva London South* using T-class Enviro400 diesel double-decks from Norwood (N) garage.
- 697 (*London United*-WK) (Hayes, Lansbury Drive & Ickenham, Douay Martyrs School SDO) Renewal of LBSL (QX) contract using existing ADE-class AD Enviro400 diesel double-decks.
- 698 (*London Sovereign*-CP) (West Drayton Station & Ickenham, Douay Martyrs School SDO) Renewal of LBSL (QX) contract using existing VHR-class Volvo B5LH Wrightbus SRM hybrid double-decks when refurbished.

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

Saturday 4th September 2021, continued:

- H9/H10 (*London Sovereign*-SO) (Northwick Park circulars, H9 via *Kenton, Rayners Lane*, H10 via *Rayners Lane, Kenton*) Renewal of LBSL (QC) contract using new BME-class BYD/E200EV electric single-decks in due course.
- H11 (*London Sovereign*-SO) (Harrow, Bus Station & Mount Vernon Hospital) LBSL (QC) contract extended for 2 years. Converted from DLE/DE mixed to all DE-class AD20D Enviro200 operation and temporarily re-allocated to Parr Road (CP) garage.
- X140 (Heathrow Airport Central & Harrow, Bus Station) LBSL (QC) contract awarded to *London Sovereign* using new BCE-class BYD/ADE 400EV electric double-decks from Harrow (SO) garage, in due course. Currently operated by VH-class Volvo B5LH/Wrightbus and ADH-class AD Enviro400H hybrid double-decks, temporarily displaced from other routes. (*see vehicle news.*) Also, some off-peak journeys are planned to be operated by VHR-class Volvo B5LH Wrightbus SRM vehicles, cross-linked from route 698 for (eventual) charging spares. Previously operated by *Metroline Travel* using VWH-class B5LH Volvo/Wrightbus hybrid double-decks from Harrow Weald (HD) garage.

PVR Changes 4th September 2021:

- Abellio: 49 withdrawn; 156 to 15/14/15 #QB131+, 415 to 9/9/5 #QB251+;
- Arriva London North: 253 to 19/18/14 #CT51+; 254 to 23/20/17 #AE101+, no change to 340 PVRs;
- Arriva London South: 690 withdrawn.
- Go-Ahead Blue Triangle: 608 to 3/-/- #RR715+; 646 to 2/-/- #RR751+, 652/656 to 4/-/- #RR704/705/709/710, 679 to 4/-/- #RR711+, 686 to 2/-/- #RR706+; 648 withdrawn.
- Go-Ahead London General: 690 to 2/-/- #PL691+;
- London Sovereign: 183 to 25/24/24 #SO31+, 398/H9/H10 to 21/21/14 #SO351+ (note all jointly compiled), 698 to 6*(X140)/-/- #CP481+, X140 to 10+/10/10 #SO451+ and CP +(5 ex698)/2/- #CP481+ (as noted above, VHR from 698 are also scheduled on X140 Mo-Sa.), H11 to 7/6/5 #CP111+, temporarily withdrawn from SO, no change to 251 PVRs;
- London United: 28 to 19/19/14 #JE1+ (no change to V allocation), 49 to 15/15/14 #S61+, 117 to 10/8/5 #AV201+; no change to 203, 467, 697 PVRs;
- Metroline Travel: 204 to 15/16/10 #EW71+, 292 to 7/7/7 #HD101+, no change to 140, 182, 643 PVRs, 117, X140 withdrawn. NH40 R/Nos now HD41+.
- Metroline West: No change to 114 PVRs, 204 withdrawn from ON.

Saturday 11th September 2021:

- Alperton (ON) garage closed after operation the previous night. The new garage site will not be ready in nearby Athlon Road for approx. 12 months so remaining routes re-allocated to Perivale (PV) garage.
- 11 (*Go-Ahead London General*-SW) (Liverpool Street Station & Fulham Broadway) Mon-Sat daytime frequency reduced from x10 to x12mins.
- 29 (*Arriva London North*-WN) (Wood Green Station & Trafalgar Square) Mon-Fri peak frequency reduced from x4 to x5-6mins.
- 59 (*Arriva London South*-BN) (Euston Station & Streatham Hill, Telford Avenue) Mon-Fri peak frequency reduced from x6 to x7½ mins and Mon-Sat daytimes from x6/7 to x7½ mins.
- 83 (*Metroline West*-ON) (Golders Green Station & Alperton Station) and
- N83 (*Metroline West*-ON) (Golders Green Station & Ealing Hospital) LBSL (QC) contract extended for 2 years. Re-allocated from Alperton (ON) garage to Perivale (PV) garage, thus novated to *Metroline Travel*.
- 483 (*Metroline West*-ON) (Harrow Bus Station & Windmill Park, Three Bridges) LBSL (QC) contract extended for 2 years. Re-allocated from Alperton (ON) garage to Perivale (PV) garage, thus novated to *Metroline Travel*.

PVR changes 11th September:

These PVRs will be in TLB686 but R/Nos for 83 are #PV201+. N83 #PV241+. 483 #PV51+.

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

Saturday 18th September 2021:

- 22 (*Go-Ahead London General-AF*) (Putney Common & Oxford Circus) Mon-Sat daytime frequency reduced from x8 to x10mins.
- 99 (*Arriva London North-DT/ER*) (Woolwich, High Street & Bexleyheath, Shopping Centre) Use of the Erith (ER) outstation ceased, with the whole allocation now at Dartford (DT) Garage.
- 137 (*Arriva London South-N/BN*) (Marble Arch & Streatham Hill, Telford Avenue) and
N137 (*Arriva London South-N*) (Oxford Circus & Crystal Palace) LBSL (QC) contract extended for 2 years.
- 160 (Catford, Thomas Lane & Sidcup Station) and
660 (Bellingham, Catford Garage & Avery Hill, Stationers' Crown Woods Academy) LBSL (QC) contract awarded to *Stagecoach Selkent* using new BYD/E400EV electric double-decks from Catford (TL) garage, in due course. Hired VH-class Volvo B5LHs from Tower Transit are expected to cover for several months. Previously operated by *Arriva London North* using T-class AD Trident Enviro400 diesel double-decks from Dartford (DT) garage.
- 199 (*Stagecoach Selkent-TL*) (Bellingham, Catford Garage & Canada Water Station) and
N199 (*Stagecoach Selkent-TL*) (Trafalgar Square & St. Mary Cray Station) LBSL (QC) contract extended for 2 years.
- 276 (*Go-Ahead Docklands-SI*) (Newham Hospital & Stoke Newington Common) LBSL (QC) contract extended for 2 years.
- 376 (*Go-Ahead Docklands-SI*) (Beckton, Bus Station & East Ham, Town Hall Hall) LBSL (QC) contract extended for 2 years.
- 436 (*Go-Ahead London Central-NX*) (Lewisham, Lewisham Centre & Battersea Park Station) Mon-Sat daytime frequency reduced from x7½ to x10mins.
- D3 (*Stagecoach East London-WH*) (Bethnal Green, Bonnar Road & Leamouth, Orchard Place) LBSL (QC) contract extended for 2 years.
- D7 (*Go-Ahead Docklands-SI*) (Mile End Station & Poplar, All Saints) LBSL (QC) contract extended for 2 years. Mon-Sat daytime frequency reduced from x7½ to x10mins, resulting in withdrawal of the last four Scania vehicles (*see vehicle news*).
- EL1 (*Go-Ahead Blue Triangle-RR*) (Ilford Hill & Barking Riverside) and
EL3 (*Go-Ahead Blue Triangle-RR*) (Little Heath, Haw Bush & Barking Reach, Mallards Drive, SDO pm journeys to Barking Riverside) Owing to redevelopment work at Barking Riverside, these will be temporarily cutback to Fielders Crescent for up to 24 weeks.

Saturday 25th September 2021:

- 277 (*Stagecoach East London-WH*) (Dalston Junction & Crossharbour, Asda) Mon-Sat daytime frequency reduced from x6-7 to x10mins, and Sunday and evenings reduced from x10 to x12mins.

Saturday 2nd October 2021:

- 1 (*Go-Ahead London Central-MG*) (Tottenham Court Road Station & Canada Water Station) and
N1 (*Go-Ahead London Central-MG/PM*) (Tottenham Court Road Station & Thamesmead, Boiler House) LBSL (QC) contract extended for 2 years.
- 38 (*Arriva London North-CT*) (Victoria Station & Clapton Pond) Mon-Fri daytime frequency reduced from x8-9 to x10mins on both Victoria-Hackney and Victoria-Clapton Pond sections, and Sat daytimes from x4 to x5mins.
- 42 (*Go-Ahead London Central-Q*) (Liverpool Street Station, Bishopsgate & East Dulwich, Sainsbury's) LBSL (QC) contract extended for 2 years.
- 108/= (*Go-Ahead London Central-MG/NX*) (Stratford International & Lewisham, Town Centre) LBSL (QC) contract extended for 2 years.
- 132/= (*Go-Ahead London Central-BX*) (North Greenwich Station & Bexleyheath, Shopping Centre) Renewal of LBSL (QC) contract using new BYD/E400EV electric double-decks, in due course.

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

Saturday 2nd October 2021, continued:

- 148/= (*London United-S*) (Camberwell Green & White City) Renewal of LBSL (QC) contract, new timetable introduced on 28th August (*see above*).
- 180 (*Lewisham, Lewisham Centre & Belvedere Industrial Area*) LBSL (QC) contract awarded to *Stagecoach Selkent* using new BYD/E400EV electric double-decks and the balance with existing buses from Plumstead (PD) garage, in due course. Currently operated by *Go-Ahead London Central* from Morden Wharf (MG) garage. The tender award was based on a mix of electric and hybrid double-deck vehicles. As with the 160 (see 18th Sept above), it is expected that hired Tower Transit VH-class Volvo B5LHs may need to cover until E400EVs can be delivered.
- 185 (*Go-Ahead London Central-Q*) (Victoria Station & Lewisham, Town Centre) LBSL (QC) contract extended for 2 years.
- 290 (Staines, Bus Station & Twickenham Station) LBSL (QC) contract awarded to *London United* using new BME-class BYD/E200EV electric single-decks in due course. Currently operated by *Abellio* using AD E20D Enviro200 diesel single-decks from Fulwell (TF) garage.
- 346 (*Go-Ahead Blue Triangle-RR*) (Upminster Station & Upminster Park Estate, Waycross Road, Mo-Sa) LBSL (QC) contract extended for 2 years.
- 349 (*Arriva London North-E*) (Stamford Hill, Rookwood Road & Ponders End Garage) Commencement of phased conversion to LT-class NRM New Routemaster operation, using surplus LTs displaced from 38, 253 and 254.
- 450 (*Arriva London South-N*) (Lower Sydenham, Sainsbury's & West Croydon, Bus Station) LBSL (QC) contract extended for 2 years.

Saturday 9th October 2021:

- 16 (*Metroline Travel-W*) (Victoria Station & Cricklewood Garage) and
- N16 (*Metroline Travel-W*) (Victoria Station & Edgware Station) LBSL (QC) contract extended for 2 years.
- 21 (*Go-Ahead London Central-NX*) (Newington Green & Lewisham, Lewisham Centre) and
- N21 (*Go-Ahead London Central-NX*) (Trafalgar Square & Bexleyheath, Shopping Centre) LBSL (QC) contract extended for 2 years.
- 32 (*Metroline Travel-EW*) (Kilburn Park Station & Edgware Station) LBSL (QC) contract extended for 2 years.
- 107 (*Metroline Travel-EW*) (New Barnet Station & Edgware Station) LBSL (QC) contract extended for 2 years.
- 189/= (*Metroline Travel-W*) (Marble Arch & Brent Cross Shopping Centre) LBSL (QC) contract extended for 2 years.
- 316 (*Metroline Travel-W*) (Cricklewood Garage & White City, Bus Station) LBSL (QC) contract extended for 2 years.
- 321/= (*Go-Ahead London Central-NX*) (New Cross Gate, Sainsbury's & Foots Cray, Tesco) LBSL (QC) contract extended for 2 years.
- 332 (*Metroline Travel-W*) (Brent Park, Tesco & Paddington Station) Renewal of LBSL (QC) contract, using existing TEH-class AD40H Enviro400H hybrid double-decks and LT-class NRM New Routemasters.
- 381 (*Abellio-WL*) (County Hall & Peckham, Bus Station) and
- N381 (*Abellio-WL*) (Trafalgar Square & Peckham, Bus Station) LBSL (QC) contract extended for 2 years.
- P12 (*Go-Ahead London Central-PM*) (Surrey Quays, Shopping Centre & Brockley Rise, Chandos) LBSL (QC) contract extended for 2 years.
- P13 (*Abellio-WL*) (Streatham Station & New Cross Gate, Sainsbury's) LBSL (QC) contract extended for 2 years.

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

Saturday 16th October 2021:

- 279 (Arriva London North-E) (Manor House Station & Waltham Cross, Bus Station) and
N279 (Arriva London North-E) (Trafalgar Square & Waltham Cross, Bus Station) LBSL (QC) contract
extended for 2 years.
W3/= (Arriva London North-WN) (Finsbury Park Station & Northumberland Park Station) LBSL (QC)
contract extended for 2 years.

Saturday 23rd October 2021:

- 42 (Go-Ahead London Central-Q) (Liverpool Street Station, Worship Street & East Dulwich,
Sainsbury's) Mon-Sat daytime frequency reduced from x12 to x15mins.
68 (Abellio-WL) (Euston Station & West Norwood, High Street) Mon-Fri peak frequency reduced
from x7½ to x8-9mins and Mon-Sat daytimes from x8-9 to x10 mins.

Saturday 30th October 2021:

- 645 (Arriva London South-TC) (Purley Cross & West Croydon Bus Station) LBSL QX contract
retained by Arriva London South for the existing schoolday journeys on route 405 ('405D' in
TfL parlance but renumbered to 645) . Under the area consultations, plans are to be extended
from West Croydon to Waddon, Post Office at a later date. (see.TLB 675 and below).

Saturday 6th November 2021:

- 221 (Arriva London North-WN) (Edgware Station & Turnpike Lane Station) LBSL (QC) contract
extended for 2 years.
313 (Arriva London North-E) (Chingford Station & Potters Bar Station, SDO to Dame Alice Owen's
School) Renewal of LBSL (QC) contract, using existing LT-class NRM New Routemasters.

SERVICE PROPOSALS

Another consultation announced, running from 1st to 29th September, this time concerning night bus routes around Bank junction, which the City of London wish to simplify. The TfL consultation only mentions night routes but see below. Routes **N21 and N550** would be re-routed from Queen Victoria Street via Queen Street and Poultry in both directions to Bank and King William Street or Cornhill respectively. Route **N551** is also re-routed via Queen Street and Poultry, but then adopts a new routing via Cornhill and Bishopsgate to Camomile Street instead of Threadneedle Street and Old Broad Street. The consultation will be closed down after 30th September.

What is strange is that the City of London also produced a set of proposals to improve the public realm and crossings at Bank aiming to complete this next year to tie up with the Bank Station upgrade work. This consultation had closed earlier this summer. These involve closing the junction with Queen Victoria Street to road vehicles and making Threadneedle Street a pedestrian and cycle road only. This will also affect day routes as well which are not included in the TfL consultation above! Routes **11/N11 and 26/N26** will follow route N551, as will route **8/N8 and N242** from Poultry via Cornhill and Bishopsgate. Route **133/N133** will be re-routed from Monument via Gracechurch Street, Bishopsgate, London Wall and Old Broad Street to Liverpool Street Station.

A summary of the main proposals variously awaiting results and/or start dates, for example:

TLB665 p10: 92 re-routed in Greenford.

TLB666 p10: 101/241/325/376 South Newham changes.

TLB666 p11: 233 conversion to fixed stops in Longlands Avenue, Sidcup.

TLB675 p13: 414 withdrawn north of Marble Arch.

TLB683 p15-16: Oxford Circus junction closed to East-West Traffic, 633 extended to Pollards Hill.

TLB684 p16: R7 in Chelsfield.

TLB685 Bank Junction changes as noted above.

Other more minor examples involve road layout changes.

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

The consultation for Sutton / Croydon has been announced. 949 responses were received, mostly neither supporting nor opposing the introduction of new routes, although those giving an opinion believed there might be a negative impact. There appeared to be a higher percentage of negative responses for broken links for routes 407 and 455, but rather a lot of other suggestions for other routes, 154, 157 and X26 which were not part of the consultation. TfL will proceed with the proposals for routes 164, 312, 405, 407, 434, 455 and 645, with new routes 439, 443 and S2, full details of which were in TLB675. No start dates yet. The proposals will be revised for other routes as follows:-

- 80 Remains on its current route, serving Downview, and with all double-deck operation.
- 166 Will be rerouted via Pampisford Road as proposed, but will then run via Warham Road, South End, Katharine Street and Wellesley Road to central Croydon, instead of via Park Lane. Feasibility studies will continue with LB Croydon to see if it can additionally be re-routed via Christchurch Road to serve Purley town centre.
- 413 Will not now reroute and extend to Belmont Station as proposed.
- 470 Will now operate between Morden Station and Sutton Station only. It will be rerouted in the Sutton Common area via Marlborough Road, Dibden Road and Stayton Road with no change to its frequency or its hours of operation.
- S3 The only change is to re-route in the Sutton Common area as proposed.
- S4 Will operate between Waddon Marsh and Sutton town centre via route 455 and current route S4. Overton Grange will still be served by route S4.

FORTHCOMING CHANGES IN BRIEF

This list includes tenders that have been decided and principal route changes already in past TLBs. Worth noting here that we expect some proposals for further route changes to coincide or proceed the introduction of Elizabeth Line, possibly later this year or early next year. Details will be added in the main section when dates confirmed.

Notes: CE+2 = Contract extended by 2 years. CR = Contract awarded or renewed for 5 years, with a potential +2 year extension.

CR7 = Contract renewed for 7 years. 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.

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), New route 733 (Tower Transit).

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).

19th Feb 22: CE+2 on EL1/=, EL2, EL3 (G-A Blue Triangle).

26th Feb 22: CR on 55/N55, 56 (Stagecoach East London), 335 (Arriva LN), 397 (HCT Group), 488 (Tower Transit), CE+2 on 242/N242 (Arriva LN), 277/N277 (Stagecoach East London), W14 (Tower Transit).

5th Mar 22: CR on 308 (Tower Transit), 415 (Abellio) W15 (Tower Transit to G-A London General), W16 (HCT Group),

----- *Greater London Route Devts* -----
CE+2 on 58 (Tower Transit), 97, 215, 238/= (Stagecoach East London), 101 (G-A Blue Triangle), 309 (HCT Group), 325 (Arriva LN), W11, W12 (HCT Group).
12th Mar 22: CR on 549 (Stagecoach East London to Sullivan Buses), 667 (G-A Blue Triangle to Stagecoach East London), 677 (Stagecoach East London to G-A Blue Triangle), CE+2 on 167 (Stagecoach East London), 379 (G-A London General), W13 (HCT Group).
19th Mar 22: CR on U5* (Abellio).
26th Mar 22: CE+2 on 76/= (G-A London General), 259 (Arriva LN), 362, 462 (Stagecoach East London).
2nd Apr 22: CR on 13/= (Tower Transit), 432 (G-A London General to Arriva LS), CR7 on 617,629 (Sullivan Buses), 678 (Stagecoach East London to Tower Transit), CE+2 on 2/N2, 19/N19, 249 (Arriva LS), 113/N113 (Metroline), R1/R11, R2, R3, R4, R6, R8 (G-A Metrobus).
9th Apr 22: CE+2 on S3 (London United).
16th Apr 22: CE+2 on 195 (Abellio), X26 (G-A Metrobus).
30th Apr 22: CR7 on 111/= (London United to Abellio), CR7 on 322*(G-A London General to Abellio), 350 (Abellio), CR7 on U10 (Metroline West), CE+2 on 110 (London United), 236 (Tower Transit), 394 (HCT Group), P4 (Stagecoach Selkent), U1, U2, U3, U4 (Metroline West).
21st May 22: CR7 on 135 (G-A Docklands to Tower Transit) 433* (Abellio), CE+2 on 464 (Abellio).
4th June 22: CR7 on 217 (Sullivan Buses), CE+2 on 253/N253, 254 (Arriva LN).
25th June 22: CR7 on 70 (London United).
28th May 22: CR7 on 177 (Stagecoach Selkent), CE+2 on E6 (Metroline West).
2nd July 22: CE+2 on C1 (London United).
23rd July 22: CE+2 on 280 (G-A London General).
30th July 22: CR7 on 613 (London United).

OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS IN LONDON

Go-Ahead Commercial Services have applied to re-route Roehampton University route **849** to serve Wimbledon via Kingston Road, Tibbett's Corner, Wimbledon Parkside, Parkside, High Street Wimbledon, Wimbledon Hill Road, Wimbledon Bridge, The Broadway to serve Wimbledon Station, returning via Sir Cyril Black Way instead of Putney Bridge Station. This should start on 20th September. A special service will also be operated by them for the delayed Chelsea Flower Show, daily from 21st to 26th September. Every 10-15 minutes from Victoria Station, Buckingham Palace Road from 07:00 to 21:00 (19:00 on the last day).

Further to the Amazon services in South-East London reported last month (*see TLB684*), **First Essex Buses** appeared to register the services as well as under the London Service Permit arrangements and have sub-contracted routes AZ1 and AZ2 (*see Country Route Devts* in this TLB) to **Stagecoach Selkent, Go-Ahead Commercial services and Horseferry Coaches**.

DIVERSIONS, DEVIATIONS AND DISRUPTIONS

General: The social distancing measures in Croydon and Peckham remain in place for now, although one due to finish is that in Old York Road, Wandsworth on 31st October (and started on 12th April, which I forgot to mention!). This has been partially pedestrianised to encourage Al-fresco dining, similar to that in Northcote Road, also due to finish on the same date. Routes **28, N28 and 44** are diverted eastbound via Morie Street and Ferrier Street, and westbound via Swandon Way.

Central: Tower Bridge failed in the 'up' position on the afternoon of 9th August, not restored until 01:35 the following morning. Routes **42 and 78** were diverted in both directions via Tooley Street, Duke Street Hill, London Bridge, King William Street, Great Tower Street, Byward Street, Tower Hill and Minories. Route **343** was curtailed at London Bridge. A serious fatal collision involving buses on route **507** in Victoria Bus Station on 10th August meant the bus station was closed all day for police investigation work. Routes terminated on side streets in the area. On 25th August, Extinction Rebellion held a protest and blocked Oxford Circus, causing diversions and curtailments. From 6th September to 7th October, owing to telecommunications works in Abbey Road, routes **139/= and 189/=** are diverted northbound via Grove End Road, Wellington Road, Finchley Road, Hilgrove Road and Belsize Road, and alternates twice during the period with a southbound diversion via Belsize

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

Road, Kilburn High Road, Maida Vale and Hall Road. From 21st August to 6th October, owing to Chelsea Flower Show, route **360** is diverted westbound via Sutherland Street, Ebury Bridge and Pimlico Road, instead of Grosvenor Road and Chelsea Bridge Road.

South: From 16th to 27th August, trams were revised to run between Wimbledon and Wandle Park and East Croydon to Beckenham/Elmers End/New Addington only owing to planned engineering works. Replacement buses also operated, and in addition routes **157, 264/=, 407, 410 and 455** were diverted eastbound via Roman Way, Old Town, Pump Pail North, Croydon Flyover, Croydon Underpass, Wellesley Road and Station Road. From 16th August to 5th September, owing to road works in Croydon Road, routes **407, 410 and X26** were also diverted in both directions via Purley Way (X26 towards Heathrow only), Stafford Road and Plough Lane. From 16th to 30th August, owing to water works in Chipstead Valley Road, route **166** was diverted in both directions via Woodmansterne Lane, Little Woodcote Lane, Smitham Bottom Lane and Woodcote Grove Road, not serving Chipstead Valley Road. Route **434** was curtailed at Coulsdon, not serving Rickman Hill. Thanks to Ian and Martin for these reports. Member Ian reported that the A23 was closed at Merstham from 1000-1700 on 21/22 August. Route 405 was sent on a long diversion from Purley via the A22 to Godstone and A25 to Redhill in both directions with a supplementary service (presumably on the opposite hour) from Croydon to Hooley. Ian also reported that on 24th August a sink-hole appeared in Byron Avenue, Coulsdon, and route 404 was diverted via Marlpit Lane.

South-East: Whilst I don't normally report 'one-offs', the breakdown of a HGV in the northbound bore of Blackwall Tunnel in the evening peak of 10th August caused extensive congestion in the Greenwich and Blackheath areas for the rest of the day, with many routes experiencing long delays and curtailments. From 31st August to 7th November, owing to cycling works in Evelyn Street, Surrey Quays, routes **47, 188 and N1** are diverted eastbound via 199 routing via Plough Way, Grove Street and Oxestalls Road.

South-West: From 19th August to 17th September, owing to gas works on Stanwell Road, Bedfont Green, route **203** was diverted in both directions via Great South-West Road, Staines Road and Hatton Road. From 23rd August to 16th September, owing to road works in Dover House Road, Putney, route **430** was diverted daily between 08:00 and 17:00 via Putney Heath and Putney Hill.

West: The diversion for route **E1** in Drayton Bridge Road (see TLB684) was extended to finish on 23rd August. Thanks again to Peter for this update. Once these were finished, owing to gas works in Sutherland Avenue, route **E1** was further diverted eastbound via Drayton Green Road and The Avenue.

North-West: From 17th to 30th August, owing to road works in Cricklewood Lane, routes **226, 260 and 460** were diverted northbound via Cricklewood Broadway, Edgware Road, Staples Corner, Etheridge Road, Prince Charles Drive, Templehof Avenue, Tilling Road and Claremont Road, with route **245** joining via Oxgate Lane. Route **189/=** ran direct to Brent Cross from Etheridge Road.

North: From 27th August to 12th September, owing to a gas leak in Queensbridge Road, route **236** was diverted in both directions via Queensbridge Road (south), Whiston Road (return Hackney Road), Kingsland Road and Dalston Lane. Thanks to Joel for this report.

North-East: In addition to the gas works in Latchett Road, Woodford, mentioned last month, **W14** was also diverted owing to a gas leak in Green Walk, Woodford, from 28th July to 20th August, diverting southbound direct via Chigwell Road. If that wasn't enough the drivers on the **W14** they also had the following diversions for burst water mains. Mulberry Way, South Woodford was closed from 27th July to 6th August and routes **W12, W13, W14 and 549** diverted westbound via Hermon Hill, Wanstead High Street and Woodford Road. A further water main burst in Daisy Road, also at South Woodford, from 29th July to 6th August, and routes **W12, W13 and W14** also had to divert towards Wanstead via Victoria Road and Chigwell Road.

East: From 9th to 30th August, owing to gas works in Beehive Lane, Gants Hill, route **462** was diverted in both directions via Cranbrook Road. Thanks to Brian for the report. Further to the note about Canning Town Bus Station, member Chris reports that the bus station re-opened, but the interior walkway remains closed off. From 26th August to 8th October, owing to heating works in Linton Road, Barking, routes **5, 62, 169, 238/=, 287, 366, 368, 687 and N15** are diverted in both directions (joining and leaving as appropriate) via Station Parade, Ripple Road, Axe Street (eastbound), St Paul's Road, Broadway and North Street.

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

Sunday 22nd August:

22, 44, 66, 73/73A, 77/77A, 83, Z1, Z2, Z4 (*Ensignbus*) Minor isolated timing adjustments.

Wednesday 1st September:

37 (*First Essex Buses*) (Brentwood local) Mon-Fri timetable change, no frequency change.

100 (*First Essex Buses*) (Chelmsford & Lakeside) Split operationally at Basildon into two sections. Mon-Fri main frequencies from x15 to x20min; Sats stay x20 and Suns stay x30min.

350/351 (*First Essex Buses*)(Chelmsford & Warley) Mon-Sat main frequency reduced from x30 to x60min although Mon-Fri peaks still x30. The 350 variant withdrawn and absorbed into 351.

Sunday 12th September:

9 (*Arriva KT*) (Harlow & Potter Street, M-S) M-F from x40 to x20, Sat from x60 to x20.

10 (*Arriva KT*) (Harlow & Church Langley, M-S) M-F from x30/60 to x20, Sat from x60 to x20. The section from Harlow Town Station to Hertford has been suspended during Covid-19 but now this will not be restored.

508/509/510 (*Arriva KT*) (Harlow & Stansted Airport). Minor timetable changes for reliability.

S-prefix school duplicates - Any remaining S-journeys withdrawn.

HERTFORDSHIRE and southern BEDFORDSHIRE

Further to the extensive diversions in TLB684 affecting the 300, 302, 320 and H10 at Leverstock Green, the road re-opened early, certainly on 11th August and probably a day or two earlier.

Sunday 29th August:

500 (*Arriva tS*) Re frequencies the M-F peak is a mix of x15/x20/x30 min.

S4/S5 (*Redline*) (St Albans & Cottonmill, M-S) Reduced M-S to a one-bus operation, hourly on each variation but of course as they are circulars at Cottonmill it is combined half-hourly.

Tuesday 31st August:

85/85A (Biggleswade town services , M-S) and

188/189/190 (Biggleswade & Sandy, M-S) New services by Herbert's Travel, following Centrebus' abandonment after operating on Saturday 28th. (29th and 30th were Sunday and P/Hol). Correcting TLB684, please note that the Biggleswade to Hitchin section of 188/190 had been withdrawn by Centrebus when that section was replaced from 29th March 2020 by Grant Palmer route 74.

A check on websites on 21st August showed that both Herberts timetables on 85/85A and 188/189/190 listed them as starting on 31st August. However Centrebus' website said that the 85/85A was to work by Herberts from Saturday 14th August! Indeed that turned out to be true, using an early Dart SLF. However, Centrebus continued to run the 188/190 until the 28th.

Monday 1st September:

390 (*Richmond's*) (Stevenage & Ware, M-S) A minor rerouting in Aston Village of the isolated journeys that deviate via Aston.

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

Tuesday 2nd September:

387/389/397 (*Red Rose*) (Tring town services, M-S) When Covid cuts began in 2020 one (of the two) buses that just did a couple of peak journeys was withdrawn. This has been partially restored as a SDO journey from Wigginton to Tring School am (and return pm) as **398**– but by *Red Eagle*.

Monday 6th September:

6 (*Arriva KT*) (WG City & Shire Park, M-F) Service reinstated. This must be one of the longest-standing suspensions caused by Covid-19, it had been suspended from 23rd March 2020.

Sunday 12th September: 10, 508/509/510 (*Arriva KT*) (Harlow area) See Essex notes above.

Sunday 19th September:

The HertsCC DRT (Demand Responsive Transport) minibus service – ‘HertsLynx’ – is to begin on this date, operating Mon-Sat 07:00 to 19:00 and Suns/PHols 10:00 to 16:00. Centred on Buntingford, the area is extensive, reaching out as far as Ashwell, Barley, The Pelhams, Standon and Benington and is intended principally for travel to the towns, Buntingford and those on the edge of the area: Royston, Baldock, Letchworth, Hitchin, Stevenage and Bishop’s Stortford. It is in the stewardship of UNO !

Sunday 26th September:

There are some late changes to the tender award list in TLB684 as Vectare have pulled out.

333 and Sunday H4 now stay with Central Connect.

395 Sunday service stays with Arriva KT.

C1 One am peak round trip is withdrawn so as to get the linked 308 journey into Hertford in time for schools. Note that the C1, 308/380, 378/379 is all one contract with one bus.

SB10 I made a mistake in TLB684, the Saturday service had been shared between A2B and Richmond’s (in layover time off the 390), Having said that, in early September it was made known that A2B would withdraw from their Saturday journeys and these will pass to Centrebus! I hope you are keeping up? So from 26Sept it is all A2B M-F, alternately Centrebus and Richmond’s on Sats.

Sunday 27th September: X61 (*Red Eagle*) See Bucks notes below.

Monday 4th October:

C392 (*EFCT*) (Harlow & Hoddesdon, M-S) Revised timetable and minor changes to routeing locally in Nazeing Village

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

Sunday 29th August (additional to TLB684:

39/39A, 101-107, 337 (*Carousel Buses*) as in TLB684. Additionally:

30, 31, 32, 33, 37, 41, 48, 800/850 (*Arriva tS*) (all High Wycombe locals) Timetable changes, partly to improve punctuality and with a few tweaks at school-times. The 31 is increased to x30min Mon-Sat but the 41 is reduced from hourly to x70mins so as to be worked by one bus.

34 (*Carousel Buses*) The extensions as in TLB684 did take place on time.

280, 500 (*Arriva tS at Aylesbury Garage*) Timetable changes on the 280 and 500 – plus the X60 now worked by MK Garage, mainly being tweaks at school times although there are extra Daily early and late journeys on the 280. Re the frequencies on 500 in TLB684 the M-F peak is a mix of x15/x20/x30 min depending on the section of this long route.

335 (*Redline*) (Old Amersham & Slough, M-S) As was expected this route was withdrawn. Most of the route is now covered by Carousel 106/107 but the areas of Slough around George Green and Upton Lea are not. Thus the 4 jnys each way per day via the latter locations will no longer run, while the only other service there is the existing 83 with just 3 jnys each way.

All Arriva’s “S” journeys in Bucks are now withdrawn.

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

Thursday 2nd September (additional to TLB684)

- 4/4A (*Redline*) (Aylesbury & Berryfields) Increased M-F peak to x15, M-F daytime x12min, Sat x 15, Sun to x20. The service reverts to running via Aylesbury Vale Parkway Station at all times on M-F (it had been just M-F peaks) although the Station is not served on Sats or Sun
- 6/6A (*Redline*) (Aylesbury & Buckingham Park, M-S) SDO journeys withdrawn.
- 12 (*Redline*) Morning journey rerouted: Buckingham Park via Watermead, Buckingham Road, Aylesbury Rail and Bus Stations, Dunsham Lane, Meadowcroft to Aylesbury Vale Academy. Afternoon from AVA direct via Meadowcroft, Dunsham Lane, Watermead to Buckingham Park.
- X20 (*Redline*) (Aylesbury & Oxford) This new service in TLB684 page 24 as hourly Mon-Sat is also operating hourly on Sundays.

Friday 3rd September:

- SR1 (*Red Rose*) ('SilverRider' Aylesbury & Fairford Leys) Reduced frequency, now M-F peak x30, M-F offpeak x20, Sats x30.
- 71,73 (*Red Rose*) (Chesham area) The SDO restricted journeys reverted to public.

Monday 27th September:

- X61 (*Red Eagle*) New service: One am peak Mon-Sat journey Aylesbury via Tring, Pitstone, Dunstable to Luton, returning pm peak. This is a 'live positioner' for the 88 (Luton & Hitchin).

SURREY and northern parts of WEST SUSSEX:

Saturday 28th August:

- Many revisions at Metrobus Crawley. No change on 4, 5, 21, 22, 84, 280, 318 and 480.
- Minor timing adjustments on 10, 23, 61, 61, 65, 93, 98, 10, 200, 231/233, 271, 272, 273, 281, 291, 400, 40a, 430/435, 460 and 820, School routes 606, 642 withdrawn.

- 1 (Tollgate Hill & Bewbush West via Crawley) Withdrawn between Broadfield Barton and Tollgate Hill (including isolated Pease Pottage journeys) and withdrawn between Bus Station and Bewbush West. Basic frequencies now M-F/Sat x20, Sun x40. Includes an improved evening service.
- 2 (K2 Leisure Centre & Ifield West) Revised frequencies to M-F/Sat x12, Sun x30.
- 3 (Gatwick South & Crawley Bus Station) Extended via former route 1 from Bus Station via Hospital, West Green, Gossops Green to Bewbush West. Frequencies now M-F/Sat x20, Sun x45. Evening services added Daily.
- 20 (Broadfield & Horley- Langshott) Extended from Broadfield via former route 1 to Tollgate Hill and onward to Pease Pottage and a new estate at Woodgate. Frequencies M-F/Sat x20, Sun x30.
- E9, E10 (Epsom locals, M-S) Evening and Sunday services added.

Tuesday 31st August or first schoolday (updating TLB684):

- 8 (*First Berkshire*) (Slough & HeathrowT5) The new timetable referred to in TLB684 with early morning Diamond Bus journeys did not occur. See 5th Sept entry below.
- 32, 42 (*Compass Bus*) (Guildford area) Minor timing adjustments.
- 55 (*Carlone*) The projection to Merrist Wood only runs on college days.
- 400 (*Bear Buses*) (Stanwell Moor & Sunbury, SDO) The afternoon SDO journeys retimed.
- 623 (*Buses 4U*) Correction: The retiming from Epsom is 70mins earlier (to 12:30), not later!
- 813 (*Bear Buses*) (Ashford & Bishop Wand School, SDO) The afternoon SDO journeys retimed.

Saturday 4th September:

- 436 (Woking & Weybridge) and 479 (Guildford & Epsom) (*Arriva K&S*) Increased on Saturdays.

Sunday 5th September: (this may be deferred further)

- 8 (*First Berkshire*) (Slough & HeathrowT5) New timetable so that First now operates the extra early morning journeys and with Saturday services enhanced once again.
-

----- *Country Route Devts, Surrey & Sussex* -----

Saturday 18th September:

1, 2 (*Stagecoach South*) (Guildford town services) Revised timetables with additional journeys and the re-instatement of the night service N1 (actually from 00:05 Sunday 19th). Term-time extras reintroduced M-F x15 mins between Stag Hill Campus and Manor Park.

Monday 20th September:

8B (*First Berkshire*) New route, M-F, Egham Station & Royal Holloway College. This replaces the Diamond Bus RH 1/2/3.

North and west KENT:

Sunday 1st August (updating TLB683 p23):

474/475 (*Go Coach*) (Greenhithe & Longfield circulars, M-S) Kent CC contract retained. Service pattern retained but with minor timetable revisions and with the peak hour projection from Bluewater to Greenhithe Station withdrawn. Thus now Bluewater & Longfield.

Various dates: Z3, Z5 (*Ensignbus*) (Amazon Dartford) as in TLB684.

Monday 23rd August:

AZ (*Go Coachhire*) as in TLB684, except that departure from Dartford is now the stop at the Royal Victoria Mill by East Hill on the Fastrack B (for Acacia P&R) before the Station stop.

On Friday 20th the company learnt that authority to run over the Fastrack had yet to be granted. Between Dartford Station, Home Gardens and Greenhithe Station the buses will **NOT** yet run over the Fastrack A route. Instead they run via Burnham Road (A2026) and Bob Dunn Way (A206) to Rennie Drive and Amazon LCY3, then via Littlebrook Interchange to Crossways Boulevard (A206) and onwards to Greenhithe Station. This change is in both directions.

As at 8th September the diversion was still in operation.

AZ1 (*First Essex Buses*) As in TLB684.

AZ2 (*First Essex Buses*) A second new service on contract to Amazon with Daily operation:

Thamesmead Town Centre, then a loop via Crossway and Bentham Road, then Central Way, Western Way, Plumstead Station, Plumstead High Street then as TfL 99 (Bostall Hill, Woolwich Road, Erith Road, Fraser Road) to the roundabout by Erith Rail Station, then Queen's Road, South Road, Northend Road, Thames Road, A206 Bob Dunn Way to Amazon Dartford at Littlebrook. Journeys to suit shift times operate Daily from Thamesmead at 06:45, 08:15, 18:15, 19:15 and from Amazon at 06:15, 07:15, 18:45, 20:15.

Although AZ1 and AZ2 are registered to First Essex Buses and TfL LSPs within Greater London are held by them, in practice both are sub-contracted to other operators arranged by First's department that more usually – in our area - deals with Rail Replacements on South Western Railway. Noted on the AZ1 were Go-Ahead ENs from the Commercial Dept. and Horseferry Coaches ex-WVL 166, with Stagecoach London E400s on both AZ1 and AZ2.

Sunday 29th August: 477, 480, 490, Fastrack B (*Arriva KT*) Minor timetable changes.

Tuesday 31st August (adding to TLB684)

1, 2, 5, 6, 8 (*Go Coach*) as in TLB684.

429 (*Go Coach*) West Kingsdown & Dartford, M-S) Restored from two-hourly to hourly M-F daytime and on Sats one extra later journey West Kingsdown & Swanley.

Also, registered for 6th August but in practice from the new school term from 31st, there were timetable revisions on *1st Bus Stop* SDO routes NAG1, NAG2, Vigo1, Meopham1, D2, 3, 4, 34, 305.

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).

The Visitor Information Centre at Kings Cross St Pancras has now reopened, joining those at Piccadilly Circus and Victoria reported in TLB684. Also reopening at Victoria is the kiosk operated by Victoria BID, which distributes “**Victoria London Starts Here**”, a purple ‘Z card’ measuring 8cm x 10.5cm when closed. When opened one side has a map stretching from Belgravia to Westminster Abbey with bus stops marked, including differentiating between those served by Easybus / Greenline, National Express, Megabus and Oxford Tube. Other transport interest includes taxi ranks and Barclays (sic) Cycle Hire, both shown on the key, whilst a red roundel and a National Rail arrow are used to show Tube and National Rail stations but without reference on the key. The reverse has a larger scale map covering an area bounded by Paddington, Knightsbridge, Elephant & Castle and Holborn, again showing Underground and National Rail stations. Despite Barclays’ sponsorship of the cycle hire scheme finishing in 2015, the first map claims to be correct to 2019, with the rear cover offering some restaurant discounts valid until 30 April 2020.

London Transport Museum Friends have released a July 2021 edition of “**Join us**”, a red multifold slimline highlighting the benefits to both the museum and the individual of joining the organisation. The front is illustrated with RM 2 and a driving car from the restored 1938 stock. Younger visitors to the museum can use “**London Transport Museum’s Green spaces trail**”, an A5 leaflet which unfolds to double sided A3. The cover carries a hitherto unseen ‘climate cross roads’ logo which is made up of the words arranged around a dotted cross with a small roundel at its centre. When unfolded one side has a map of London annotated with details of wildlife to be found across the capital. A second map provides an outline of London with the wildlife illustrated so that it can be coloured in.

Villages in north and east Hertfordshire are the latest to benefit from a ‘demand responsive’ service, promoted in “**Herts Lynx Rapid on-demand travel at your finger tips.**” The double sided A5 Intalink flyer has white and green text on a black background plus a stylised green outline of a Lynx on the cover. The reverse has narrative about how to use the service launched on 19 September, accompanied by a map showing the area served. This has the ‘Free Floating Operator Zone’ in green with Baldock, Buntingford, Hitchin, Letchworth, Royston and Stevenage are marked in purple ovals as ‘Key Hub Towns’. Leyland fans should note that this service is operated with Mercedes-Benz Sprinter minibuses.

Issue 8 of “**Bus Times for Slip End and Caddington**” has now been published by a LOTS member living in the local community. Valid from Tuesday 31st August 2021, it is an eight page A4 booklet. The first edition of this timetable appeared on 24 February 2020 and is the most regularly updated publication reported during the pandemic, putting many operators to shame as they direct customers to (often outdated) websites.

Arriva have outshopped Enviro400 5460 (YY14WFU) with ‘Jump Onboard and Explore Oxford’ branding as part a marketing campaign for route 280 linking the city with Aylesbury. It is *believed* that this is supported by a leaflet campaign, a rare printed publication from Arriva. If any reader has a hard copy please get in touch. It is highly likely that any campaign will be via direct delivery to addresses along the route’s catchment area rather than being available in libraries and other community facilities.

A phased timetable is an unusual feature of “**High Wycombe 34**” from Carousel. The four page slimline dated 26 July 2021 has a photograph of plain red Sprinter RF68FLX on the cover, promoting the new service between Coachway and Eden Bus Station. Inside a full timetable has journeys between 07:48 and 16:26 inside an orange box, denoting that they will only ‘operate from 29th August 2021 or the opening of the access between heath End Road and Abbey Barn Lane if later’. Journeys outside of these times started from 26th July. A simple map shows the location of the solitary bus stop at Abbey Barn Park. Valid from 29 August, “**High Wycombe 39 includes 39A school day journeys**” is also a four page slimline offering a full timetable and cover photo of Streetlite 403.

Carousel, like many operators, is currently struggling with driver recruitment, prompting the publication of “**Join our driving squad!**” The front of the double sided slimline features a driver giving the ‘thumbs up’ to the average earnings of £460 per week, whilst the reverse has a website for applying plus details of a £2000 reward scheme for qualified PCV drivers. All information is correct to 17 August 2021. At the time of going to press new publicity for the ‘Chiltern Hundred’ routes had yet to arrive with the company.

Summer timetables valid between 24 July and 5 September are found in “**London or Heathrow Airport Slough Windsor Legoland**” from Reading Buses. The thirty-two page slimline book is finished in the established colour scheme used by the company for these ‘Greenline’ services, offering maps, fares and destinations advice alongside the timetables.

Passengers on Go Coach’s high profile route to the new Amazon fulfilment and distribution’ centre near Dartford can use “**AZ**” for timings of this round the clock service. Valid from 23 August it is laid out in the style of a TfL panel timetable, with the addition of a full route map at the bottom, the ‘£1 Fare Zone’ in Dartford being boxed in yellow. Fastrack branding is carried on the header, reflecting the service’s use of the dedicated bus lane.

Yes this area is blank! = ran out of stuff,

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:

Back in November 2018 Volvo and MCV stated that they were developing battery- electric vehicles, both in double- deck (10.9m) and single-deck (12m) forms and due to first appear in 2021. On 23rd August 2021 a prototype London-spec. dual-door bus arrived, complete with Metroliner fleetname and interior. It is going to Volvo in Sweden for testing but it will be for trial service with Metroliner.

Wrightbus says that it is producing 80 StreetDeck Electroliners, that is the battery electric version of the StreetDeck. It is also introducing a new long single-deck bus called a ‘GB Hawk’.

Imber on 21st August saw these London buses: RM 54, 597, 1005, 1400, 1978; RMC 1453, 1510; RML 880, 2318, (DRM)2516, 2699, KGJ 602D and ‘RMF’ PCN 762 (Northern General) and the LT Museum’s C94.

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

Later this year the Hayes (WS) Garage, which is in an inconvenient location at North Hyde Gardens, is to close, in favour of replacement premises in Dawley Road, Hayes. The site is at ‘The Cottage in the Wall’ on the western side of Dawley Road close to the junction with Botwell Common Road. Much of the site is already in use for industrial purposes and demolition of existing buildings has started. There is also an extra ‘overflow’ area for parking and maintenance at Unit 1 Waterway Business Park, Digby Lane, Hayes.

E200 8528 was back in use on 19th August, having been off since 4th June 2020. E400 2447 suffered an incident on 11th March but was back in use on 14th July.

More refurb/ repaints include 2445, 2486, 8528, 8829.

Although always rare, in the last days of Abellio on the 49 several E400H (MMC)s appeared; it had habitually been worked by the older ‘classic’ E400Hs. LTs moved into Battersea (QB) was due to route 415 moving in on 4th September.

Transfers: (July): 8326, 8328 BC/WL. 8567/68/69/70 TF/WS.

(August): 8520/22 TF/WS. 8528 TFu/TF. LT 632, 633 TF/QB.

(September): LT 634-637, 682-685 WL/QB. LT 787, 788 WL/TF. 8222 TF/BC.

Livery changes:

LT 151 from advert for Sage – but moved to RATP.

LT 160 from advert for Vodafone back to red.

LT 167 from advert for Rhythm of Korea back to red.

LT 620 from advert for Nordic Spirit back to red.

LT 627 to advert for Capital One.

Disposals (August):

8138-41 to Bus & Coach Sales, Oxford. 8138 has passed on to Vectare (see the entry in this TLB).

8856, 8857, 8861 to Sullivan Buses, South Mimms.

9448-56 to The Green Bus, Hockley, Birmingham (now their Nos. 601-9 in the same order).

9506, 9512 to Go Coachhire, Otford / Swanley.

LT90-94 and LT 150-154 to RATP London at Hounslow (28th August).

Subsequent disposal:

Trident 9805 (KV02 URN) now with Tate’s Coaches, was totally deroofed at the low railway bridge in Hitchin Road Luton on 31st August.

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

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.

Early in August the BYD/ ADL E400EV demonstrator LF69 UXJ was being used at Brixton Hill Tram Depot for training, while by 11th August the first (EA 2) of the batch of new buses for route 319 had been delivered. At that stage it was unregistered and used for testing and commissioning the charging equipment. Others of the batch soon followed and were stored into September. This batch has black surrounds to the front headlamps and have cameras rather than rear-view mirrors; they have normal roller blinds rather than newer digital ones. A recent picture take from above reveals that they have roof pantograph receptors for charging. The first two (EA 2 and 5) entered service on route 319 on 10th September. Booked registrations are:

EA 1-22: LG71 DJK/O/U/V/X/Y/Z, DKA/D/E/F/J/K/L/N/O/U/V/X/Y, DLD/E.

More training on LTs began at Enfield Garage during August, prior to gaining another batch of LTs for use on route 349, basically redeployed (partly indirectly) from frequency reductions on routes 38 and 253/254 during September and October.

HTs on the 249 have not appeared since the last one in May but HT 14 was used on 23rd August and HT 7 on 27th.

LT 334, an accident victim last Christmas Eve, was finally back in use on 7th August. On 11th August HV 256 on route 34 crashed through a wall and garden at Whetstone. It looked a lot worse than it really was because it was back in use on the 31st.

Recent repaints/ refurbishes include DW 304, 314, 321, 460, 463, 538, 573, 578 and ENX 25.

On or just before 12th August, 'travellers' once again entered the site at Beddington Farm (CN). Although most of the sold stock had been cleared out by this time, nine vehicles remain - DLA614, 616, 621, 624, VLA100, 172, plus two others, and 'Magtec' PDL120. Most of these have now been heavily vandalised, with many smashed windows. The travellers departed two weeks later (on or by the 27th), leaving tons of rubbish among the ruined buses. The site has again been secured (!). Heavy concrete blocks have now been placed in front of the gate, the buses presumably awaiting insurance assessment.

New deliveries (August 1-3, September 4-9;

EA 1-9 (LG71 DJK/O/U/V/X/Y/Z, DKA/D)

BYD D8UR-DD – AD Enviro400EV-City 10.9m H41/23D. ULW 13345 kg.

Transfers:

(August): EA 1, 2, 3 --/BNu. LT 334 AEu/AE. HV 256 AD/ADu/AD.

EN 38 E/AR. ENN 47, 50 AR/WN. ENN 52 WN/AR. ENX 5 E/TC.

(September): EA 4-9 – BNu (some to GYu) then EA 2, 5 BNu/BN.

Livery changes:

DW 315 to advert for Sptite.

HV 330, 347, 374 to adverts for Pure Gym.

LT 4 from advert for Vodafone to one for Kraken.

LT 185 to advert for Sprite.

LT 193 to advert for the Simon Mayo Show.

LT 200 to advert for Kraken.

LT 319 from advert for Rhythm of Korea to one for Nocco.

LT 328 to advert for Kraken.

LT 465 from advert for Nordic Spirit back to red.

LT 467 from advert for Ocado back to red.

LT 469 to advert for Capital One.

LT 580 to advert for Nocco.

LT 721 to advert for Kraken.

LT 954 from advert for Rhythm of Korea to one for Nocco.

LT 970 from advert for Sanex back to red.

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)

In August fire-damaged Dart 1622 was being used for spares.

Into this area from Area 3 (August) formerly AtS 4020 at Aylesbury:

6155 (UUI 2952) Volvo B7TL – Wrightbus Eclipse Gemini 10.1m H41/25F - 2001

Transfers (August): 1009 NF/NFu (accident). 6155 --/NF.

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

Recent repaints noted into the lighter blue: 3768, 3771.

More loans from Stevenage to Aylesbury (area 3): 3550, 3574, 3778, 3787.

The four E40Ds back from Kent are basically for the workings on route 500 moved from 29th August from Aylesbury to Hemel Hempstead Garage.

Returned off loan at A-K&S Maidstone on 29th August:

6487/88/89/93 (YY16 YKW/X/Z, YLD) E40D/E400MMC H43/30F.

Although they had gone to A-K&S from Ware, they returned to Hemel, albeit both in our 'Area 2'..

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

Recent repaints noted to the lighter blue: 3964.

More loans from Stevenage (area 2) to Aylesbury: 3550, 3574, 3778, 3787. (3786 remains at AY).

It seems very likely that this little lot will stay at AY – confirmation later.

For what it is worth, at least two of the E20Ds that were transferred a while back from Kent to Harlow continue to carry names. These are 4096 (Zara Bowman) and 4098 (James Hall); both were Paralympic athletes from the Maidstone area in the 2018 Commonwealth Games. By no means for the first time and after four Ware garage buses with local names moved to ply on routes at Maidstone in Kent, so much for Arriva's celebration of 'local heroes' in the Lea Valley. Mind you, those four have returned from Kent – but to Hemel not Ware (see Area 2 above).

E400 5460 (AY) has gained an allover advert in light blue and white for Visiting Oxford. No doubt this is to promote use on service 280, especially as Redline X20 has just started in competition.

Into this area (late August):

3729/30/31 (YJ57 BPZ, BRF, BRV) VDL SB200 - Wrightbus Pulsar 11.9m B44F – 2007, from Arriva Midlands and in new Arriva lighter blue livery.

4400/01 (YY14 LHD, LHE) AD E40D – AD Enviro400 10.9m H45/31F – 2014.

Both batches from Arriva Midlands and in old Sapphire livery.

Transfers (August): 3729/30/31 Mids/AY. 3861, 3864 AYw/MKu.

4018/21/22/24/25/26 AY/MKu. 4400/01 Mids/AY.

Out of Area: 4020 to Arriva at Northfleet (see Area 1).

A2B TRAVEL GROUP, Melbourn, Cambridgeshire

Acquired (August) from Stagecoach No.47010:

KX14 CTE Optare Solo M850 B27F – 2001.

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

BEAR BUSES, Shepperton

Ensignbus Volvo B9TL 136 (BJ11 DVV) has been on loan here.

CARLONE BUSES, Lyne, Surrey

New delivery (August): CA21 ONE MB Sprinter 516CDi - body??? -- B22F.

Disposal: Sprinter BNZ 118 gone (by August).

CAROUSEL BUSES, High Wycombe

Sprinters 979 and 980 have joined 977/8 in all-red to complete the batch. Solo 711 and Citaro 869 are back here from loan to Thames Travel. MAN 424 has now gone and 421 and 423 due to follow soon.

Acquired (see TLB683 Page 28): 243 (YN05 GZJ) has been taken by Carousel from the batch listed, with 244/5 (YN05 GZO, YN55 NFG) due. 243 is now in the all-red, unlike its earlier sisters 241/2 that are red with a maroon front.

Disposal: MAN 424 has been sold (August).

CENTAUR, Crayford

CN21 FZA Optare MetroDecker MD1050EV H**/**F. (first registered in June 2021 but not reported until mid-August). This is an electric double-deck for the Greenwich University & Avery Hill service. It is in all-over blue with University branding. Diesel Volvo B7TL LX53 AZV, also used on the same service, is now blue. Although it has been said that there may be a second MD1050EV, that remains to be seen. In any case Optare's demonstrator, diesel YJ17 FXX has been here and two Irizar i4-HEV hybrid coaches YT70 EWG and EWL are in use - in blue with branding – on the Greenwich service.

CENTRAL CONNECT (Galleon Travel 2009 Ltd), Roydon Essex

A recent repaint to the red and blue is Solo SGZ 2223. Solo YJ09 MHO has been withdrawn.

The second pair of brand-new E20D/E200MMCs is due later this month.

In 2019 an order from Reading Transport for five Optare MetroDecker MD1114s was cancelled, although already in build. Two were taken by Johnsons, Henley-in-Arden and one (YJ21 FDD) used as a 'development' vehicle. The other two are now coming to Central Connect.

CENTREBUS, Luton and Stevenage

Stevenage Garage finally closed after operation on Saturday 28th August which was also the last day of the remaining routes (188/190) in Biggleswade. The last handful of Solos at Stevenage moved to Luton. Several more Solos are being stood down and 259, 327, 353, 377. 396, 398 look like being next,

Acquired: As well as BU16 UWN in TLB684, UWK/O/R followed, all at Luton.

The batch adopted fleet numbers – UWK (630), UWO (632) and UWN (636). UWR not reported.

Disposals:

The former RATP (Epsom) Solo SRs YJ14 BGV/BGU had been at Luton for two months un-numbered but passed on to Centrebus (North) at Grantham in September. BGV has become No.331 so quite probably BGV is 330 as that is a gap in the fleet list.

Volvo B8RLE/ MCVs 630 (UWK) and 632 (UWO) have moved on already, also to Grantham (August).

COBRA Corporate Services, Isleworth

A 'spare' to the Epsom service has been noted as E20D YX21 RNU.

DIAMOND BUS SOUTH-EAST (ex HALLMARK CONNECTIONS), Stanwell

(including Hotel Hoppa) part of Rotala plc

Another to go to the purple and white Hotel Hoppa livery is 28342.

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

ENSIGNBUS, Purfleet

The loan of E20Ds 705 and 709 to Go-Ahead at Bexleyheath for route B16 will have ceased at the end of the school term in late July.

Another loan for the new September school term is of six Volvo B9TLs to Stagecoach South-East (East Kent). Nos.115, 116, 119 and 121 are at Herne Bay Depot for school work at Canterbury and Nos. 114 and 123 are at Ashford. There may be exchanges if and when necessary. BCI d/d 150 has been repainted from green and silver to the 'normal livery' blue and silver.

On 15th August the Southend sea-front service 68 had extras to its normal pair of Ayats and the Enviro500, these being the B-type replica 946 WAE, RM 371 and LEV 917 (see below).

It may be worth mentioning that the Enviro500 368 (68 EB) at Southend is the first of the type to operate in public service in England. Hundreds of them were exported to Hong Kong, Singapore, Malaysia, New Zealand, Canada, Mexico and the USA but only one batch of 25 were ordered in the UK as a whole, First Glasgow's Nos. 38201-225; these later moved on to First in Aberdeen.

Into the heritage fleet:

2102 (LEV 917) Leyland PD1 – Alexander O33/26R – 1947.

This was new to the City Coach Company at Brentwood and in due course served with Eastern National. It carries the EN cream and green 'open top' livery and sports its fleet number plate (2102) and Southend garage plate (SD). Familiar in the 1970s at rallies, it had been privately preserved for several years and more recently acquired by Ensignbus.

FALCON COACHES, Byfleet

Loaned E200 YX61 ELH has gone again; the latest inbound (KUT below) may also be a loan.

New delivery (September):

LK71 DKV Volvo ***** - MCV EvoSeti H**/**F - length **?. This is in full Falcon livery and to a high-specification interior, thus is presumably destined for private hire work. As we closed for press, five reports were received of the bus but no-one had reported the essential vehicle details.

Acquired (August) from --?-- (once with Purple Parking).

YX18 KUT AD E20D – AD Enviro200(MMC) 10.9m B26F – 2018.

As this came from an airport parking operator, it may have been (or will be) upseated. Reports?

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

On 31st August, Volvo B7RLE 69388 but was involved in a collision with RATP's LT 85 when they met at Heathrow Airport.

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.

From 28th August and ongoing, a number of the 12-metre SEe buses released from PVR cuts on routes 507 and 521 are being upseated and re-allocated from Waterloo (RA) to Camberwell (Q) for route 360 and to NP for route 444. In due course some of the existing 10.9m buses on the 360 and 444 would be stockpiled for part of the allocation on route W15 from 5th March 2022. However, to make up the numbers for the W15 – 23 buses are needed overall - 12 new SEe 10.9m have been ordered.

By-products of the change on the 507 is that Waterloo Garage is now open at weekends – its weekend five-bus allocation had been worked by outstationing a few buses to Camberwell. The other operation at Waterloo is now Daily route 153, moved south from NP from 28th August, Not only that but some SEe from the 360 are now earmarked for route 413 at Merton, possibly in December and four SEe from the 507/521 have already gone to the 'Here East' contract at the Olympic Park at Stratford. From the existing Here East buses, WS 35/36/38 have gone, SE 26 may be stood down but MEC 14 should survive as a spare.

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

GO-AHEAD LONDON, Continued

On 10th August at 08:25 at Victoria Bus Station SEe 49 on route 507 collided with the rear of sister bus SEe 36 parked ahead of it and the latter bus moved forward and struck some pedestrians. Sadly one lady died and three other people were injured.

On 28th August E 61 on route 118 was in an accident in Morden Hall Road. One oddity was EH 334 on the 119 on Sunday 15th August.

By the time this is read, the four one-time Metrobus Scania's (970-3) will have been stood down from their home on route D7 from SI Garage.

EH 74, a bus that never ran in London in spite of still being in London red with London General fleetnames, remains "loaned to ADL". On 9th-13th August it was at Brighton & Hove Buses where it was testing a high-speed axle.

From 7-12 September there were SEs (at least 85 and 91) working a link from Horsley SWR rail station to and from the RHS Wisley Flower Show.

Recent repaints / refurbs include WVL 358. There must be more – reports please.

New delivery:(August):

Me 16 (YJ21 EYV) Optare MetroDecker MD1050EV H41/22D. ULW for the batch is 11220kg.

Transfers: Outstations at CY=Crawley, LS=Luton, FK=Folkestone, NH=Newhaven, KL=King's Lynn).

(August); E 61 SW/SWu . EN 28 AL/MB. WVL 277 AL/BX. WVN 25 AL/BX.

SEe 30-35, 37-48, 50-51 RA/**u (awaiting upseating and transfer at H&D Eastleigh).

SEe 36, 49 RA/RAu (accidents) . SEe 65-76 NP/RA. Me 16 --/Qu.

(September): SEe 38, 39, 40, 42 **u/DS (Here East contract). Me 16 Qu/AL.

Livery changes:

E 217 to advert for Sprite.

WHV 124 from advert for Google back to red.

LT 308 from advert for Vodafone to one for Capital One.

LT 413 to advert for Sprite.

LT 480 and LT 484 to advert for Nocco.

LT 507 from advert for Nordic Spirit back to red.

LT 852 from advert for Ocado back to red.

LT 861 from advert for Sage back to red.

Disposals: WS 35, 36, 38 off lease (September). These went to H&D Eastleigh to prepare for disposal.

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

Acquired (August) from Abellio London, Nos. 9506/12:

9506 (SN59 AVT), 9512 (SN59 AVZ) AD Trident – AD Enviro400 10.1m H41/24D – 2009.

These are in addition to 9505/07-11 listed in TLB683. All eight have retained the Abellio fleet numbers and are being refurbished. The batch is for use on the 'Fastrack AZ' route (detail in Country Route Devts in TLB684 and with additional info in this TLB) that began on 23rd August. They carry branding for Fastrack, Kent County Council, Dartford Borough Council, Prologis, Go Coach and Amazon.

From the actual start date on 23rd August, only four (9505/07/08/10) of the dedicated fleet were available, so the other four on the route were older E400s (9006/07/09/10). Since then 9511 has been repainted for the service.

Three ex-London taxis have been acquired for use as driver ferry vehicles for the Fastrack AZ route which runs 24/7 every day and night. These are LO59 KVD, LL07 CXD and LL08 XAM.

Disposals:

Volvo B7TL 8308 (X656 EGK) sold on eBay to a private owner (August).

Volvo B7TL 8309 (X566 EGK) sold for spares, owner unknown, (August).

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

GOLDEN TOURS, Alperton

Volvo B11R coaches 13-17 (BX13 BZF/G, BT13 EBO, YWG/H) have all been sold recently. 144 is another branded for Windsor. 301/302 are now in pink for 'The English Tea Bus' operation in London. Trident V154 MEV is in York and also runs a 'tea bus' service in that city.

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

Former Metroline VW 1778 (LK59 FCP) is on loan here under HCT fleet number 2703. VW 1765 (LK59 CXC) is also on loan, fleet no. unknown. Both are loaned from Ensign Bus.

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)

During the first half of August the availability of WHDs at Perivale (PV) gradually got better and several of the VWHs at PV were able to transfer to Cricklewood for route 328. The Tower Transit VHs that had been on loan (as VWHs) were then able to drift back to TT as they would need them in a few months' time for London Buses' tender wins on routes 733 and 135 in 2022. The last ex-TT VWHs in service at Perivale were 2731/34/47 on 17th August, 2747 being the very last to run in. In turn, the full batch of Metroline's own VWHs (2285-2304) were all in use at Cricklewood on 18th August and the full batch of TT buses (VWH 2728-47) were then due to return home. In due course they did.

The PVR reduction (minus 6) on route 43 at Holloway from 28th August meant that up to five BDEs started to appear on route 17 from that date and it has been anything up to seven per day since. The PVR reduction (minus 4) on route 16 at Cricklewood, also from 28th August saw a handful of LTs on route 332 with more in early September, by which time the 332 was about 80% LT alongside TEHs. Other spare LTs moved over from HT. The 332 is no stranger to the LT, having had the odd one or two on most days for a few years now. Staying at Cricklewood, four TEHs ventured out on the 316 on 27th August and on every day since three or four TEHs became common on the route.

The PVR reductions on routes 30 (KC) and 113 (EW) meant that some VMHs moved to Holloway (HT). Also a garage already used to using KC's VMHs but now with some of their own.

Route 487 with its DEs moved from ON to WJ from 28th August, marking the first route to desert Alperton Garage prior to its closure. From 4th September route 204 returned from Alperton to Edgware and the 292 went from Edgware to Harrow Weald to fill the space left HD's loss of route X140. And then Alperton's last routes 83, N83 and 483 left for Perivale (PV) on the night of 10th/11th September. Something of a surprise was the appearance of a few VWHs on the 83 just two or three days before the actual route transfer. I think that this was the first and last time that hybrid buses had worked from ON.

The batch VW1752-82 is going off lease, having been replaced by the many transfers below!

Recent refurbs./repaints include VW 1284, TEH 1461, VWH 2007, 2008, 2025.

In TLB684, please delete the reference to LT 284; it was shown correctly under Go-Ahead!

VW 1387, a fire victim from 17th September 2020, was back in use on 4th September 2021.

Transfers; (h suffix = Hertfordshire Commercial Fleet).

(August): VW 1192 PA/ON. VW 1765, 1778 ON/ONw. VW 1836 SG/AH/ON. VWH 2121 AC/WJ.

VWH 2233-39 HD/HZu. VWH 2240 HD/ONt. VWH 2288/91/92/93/96/97/98/99, 2300/01/04 PV/W.

VWH 2295 PA/W. VMH 2449-54 EW/HT. VMH 2455-59 KC/HT.

OS 68 W/PB. DES 799 UXs/PBs. DE 873 UX/AH. DE 1011 AH/UX.

DE 1586, 1600/01/04/07/10/16/17/18/28/29 ON/WJ.

(September): LT 9, 10, 12, 13, 14 HT/W. TE 1073, 1095-1104 ON/EW. TE 1093/94 ON/HZw.

VW 1201-08 EW/HD. VW 1209/10 PV/ON. VW 1274 ON/EW. VW 1276 PV/ON.

TE 1307/10/14/17, 1423 ON/EW. VW 1365/66 PV/ON. VW 1387 SGu/G. VW 1397 PB/PV.

TE 1573 UX/W. VW 1754/57/59/63/67 ON/ONw. VW 1761/73/79 ON/PAw.

VWH 2089-92 HT/W. VWH 2100-07 HT/PV.

VWH 2234 HD/HT. VWH 2241/42 HD/PB. VWH 2285-94/96 W/PV.

Several of the VW and VWH that transferred to PV in the couple of days prior to the close of Alperton actually were used on route 83 from ON on those days. I show them all at PV.

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

METROLINE, Continued:

(10/11 Sept, ON closure): VW 1192, 1209/10, 1243-48, 1264/65/67/68/69/70/76/78, 1365/66/67 and 1829/31/36/41 ON/PV. VW 1752/3/5/6/8, 1760/2/4/6/8/9, 1770/1/2/4/5/6/7, 1780/1/2 ON/wdn.

Livery changes:

LT 100 to advert for Pure Gym.

LT 12 to advert for Capital One.

LT 460 from advert for Vodafone to one for Kraken.

LT 556 from advert for Nordic Spirit back to red.

LT 648 and LT 663 to adverts for Pure Gym.

LT 811 to advert for Capital One,

VWH 2302 and VWH 2314 from adverts for Google back to red.

Disposals:

VW 1765, 1778 to Ensign Bus (August) – and then on to HCT.

VWH 2728-47 returned to Tower Transit (August).

Grant PALMER, Flitwick, Beds

Correcting TLB684, Volvo B9TL 709 is reg. BU57 WAY as correctly shown in TLB683.

Disposals:

Primo 109 (YN08 NLF), already withdrawn, was sold (July).

Scania 152 (now YN03 WRG ex BU52 WAY) to Ensign Bus (August).

RATP-DEV LONDON including

LONDON UNITED - AV, FW, JE, RP, S, TV, V and WK (ex HH) garages and

LONDON SOVEREIGN – BT, CP and SO garages. (c suffix= commercial).

The six-strong VHR class at Harrow was gradually stood down in July and August so as to retrofit opening windows. 45203/4 have already had internal refurbishments and the other four will now follow on. All of this is it ahead of their allocation to routes 698 and X140.

The June transfers below (AV to WK) were for when routes 116 and 423 transferred on 21 June.

The first couple of LTs appeared on route 111 on Monday 9th August and soon afterwards the three surplus from Stagecoach joined them. Between 28th August and 4th September many more LTs followed, taken from frequency cuts on routes 9 and 148 (RATP), 27 and 159 (Abellio) and 55 (Stagecoach). Another programme of swaps overlapped this so as to allow the VHR refurbishment.

Some of the BCEs that had been delivered (but which are all held up from starting on their intended routes) were licensed and nine went onto route 148 with LTs so allowing more LTs to go to Hounslow for the 111, including setting up a part LT allocation on route H32 alongside its ADHs. Indeed a handful of LTs duly first appeared on the H32 on 28th August. The whole affair meant that routes 65, 71, 116 and 423 regained lots of SPs and enough VHs had been found to be the temporary scheduled type on routes 49 and X140 from 4th September, in the case of the X140 adding to ADHs. Another by-product of the loss of SPs from Hounslow, the Night service on the 105 went over from SP to ADH. It thus remains separated from the Day 105 that stays at Hounslow Heath with VHs.

Unlike the first batch already on route 94, the newer BCEs (from 47030) have revised front panels with black surrounds to the headlights and a large RATP GROUP fleetname; they also have cameras rather than rear-view mirrors.

Route 117 was taken over from 4th September using mainly the MCM-class Citaros formerly on the 413 at Epsom, but were joined by several DLEs.

Recent repaints/ refurb include MCM 30084-90/92, VH 45128/131/162.

VH 45130 had an accident in the small early hours of 21st July. BCE 47037 on its third day in service (28th August) struck some scaffolding in Camberwell while on route 148. In the evening of 31st August, a 'last gasp accident' for the month, LT 94 on route 111 at Heathrow Airport was in collision with First Berkshire's 69388.

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

RATP-DEV, Continued:

New deliveries (August):

First of all, most of the 21-plate marks have been voided and new 71-plates issued.

Of the six in TLB684, BCE 47031-034 retained LE21 FRV/X/Z, FSA but 47030 has changed from LE21 FRU to LG71 DVM and 47035 has changed from LE21 FSC to LG71 DVN.

More new deliveries that kept 21-plates:

47036-040 LE21 FSD/F/G/J/K; 47044 LE21 FSP; 47084-86 LE21 FTF/J/K.
BYD D8UR-DD – AD Enviro400EV-City 10.9m H42/23D. ULW 13345kg.

Acquired (August):

From Stagecoach London: LT 461/2/3.

From Abellio: LT90-94 and LT 150-154 (28th August).

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

(June): SP 40048/49/51/52//53/54/55, 40165/67/68/69/70/90 AV/WK.

(July): VA 40383/89/98 EBw/FWw. VH 45130 FW/FWu (accident).

(August): Many of these were in the last week or so of the month.

LT 86-89 V/AV. LT 90-94 Abellio/AV. Then LT 94 AV/AVu (31Aug).

LT 129, 131-138, 140-146 S/AV. LT 147 AVt/AV. LT 148 V/AV. LT 150-154 Abellio/AV.

LT 461/2/3 Stagecoach/ AV.

DE 20049 SO/AV. DE 20095 RP/SO.

DLE 30003 AV/FW. DLE 30017 SO/FW. DLE 30063 AV/WK.

SP 40171/72/74-80/82/83/85/86/87/89 AV/FW.

VH 45127 FW/TV. VH 45134 FW/SO. VH 45145-49 WK/SO(CP).

VH 45180/181/191 FW/V. VH 45247/48 WK/SO.

BCE 47034/036/037/038/039/044, 47084/85/86 --/S. (BCE 47037 then S/Su). BCD 47040 still 'u'.

(September): LT 85 V/AV. DE 20122/123 FW/SO. DE 20192 BT/SO. MCM 30084-092 WKu/AV.

SP 40047/050 AV/WK. SP 40165-70 AV/WK. SP 40173/181/184/188 AV/FW. SP 40190 AV/WK.

ADE 40482 WK/TV.

VH 45126/127 TV/SO. VH 45128/129/131/136/137/138 FW/S. VH 45132/133/135 FW/SO.

VH 45139-144 V/S. VH 45150 WK/CP. VH 45162/163/165 FW/S. VH 45164 FW/SO.

VH 45179, 45193/194 FW/V. VH 45249/250 WK/SO. VH 45318/319 FW/S.

Note: From 4th September route H11 was outstationed from Harrow (SO) to Canons Park (CP). Buses are being drawn from DE 20122-127 and 20181-193; for now I shall leave them as SO buses. Likewise, VHs 45145-50 (soon to be replaced by VHRs) outstationed at CP will be shown as SO.

Livery change: LT 151 (ex Abellio) from advert for Sage back to red.

Disposals: VA 40383, 40398 sold – to _-?-- (by August).

Tailpiece:

Later deliveries will adopt 71-plates from new:

BCE 47041-043 LG71 DVO/P/R; 47045-053 LG71 DVT/U/V/W/X/Y/Z, DSX/Y;

BCE 47087-099 LG71 DWA/C/D/E/F/J/K/L/M/N/O/P/U.

And booked registrations for the 10.9m E200EVs due for route 371:

BE 37041-053 LG71 DSZ, DTF/K/N/O/U/V/X/Y/Z, DUA/H/J.

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

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

From 31st August Thames Valley Buses gained some workings (it looks like four on M-F) on Reading Buses routes 4/X4 (Bracknell & Reading). Although E40Ds 1205/6 in Newbury & District black and green livery have returned to Newbury, sister bus 1204 stayed at Bracknell. Three of Reading's own E40Ds, 219 and 1210/11 are now working from Bracknell. TVB's own E400 234 has been altered from sky-blue contract livery to two shades of grey.

As this fleet gradually descends further into the drab and dismal grey and black, two much nicer repaints to note now: E40D 795 (SN66 WLK) has gained the Green Line livery although there is a difference in that the base colour on the rear half of the body is in a yellowish lighter green. E400 797 is now in a burgundy, gold and red livery with branding for service 194 (Bracknell & Cambreley).

RED EAGLE BUSES, Dinton near Aylesbury

Dart SLF SF54 KHV and E200Dart YX12 DKN have been withdrawn.

Acquired (August) via leasing company, former Stagecoach London 36265:

LX11 AVV AD E200Dart – AD Enviro200 10.2m B29D – 2011. (now in the new livery).

REDLINE BUSES, Aylesbury

For new route X20 (Aylesbury & Oxford) four E20D(MMC)s have been acquired to comply with the Low Emission Zone and Euro VI requirement in Oxford City. All entered service in the first days of September; they have retained Whitelaw's silver livery but X20 branding has been added.

Acquired (August) from Whitelaw, Stonehouse, Lanarkshire:

GW16 BUS, JW16 BUS, SW16 BUS, WH66 BUS

AD E20D – AD Enviro200(MMC) 10.9m B41F – 2016.

Detail change: E200Darts LJ09 KPL and KPZ from B29D to B36F and to the red & white livery.

Disposals: E200Dart YX08 MFK (a fire victim) and Leyland Olympian J860 TSC have left the fleet.

RED ROSE TRAVEL, Dinton near Aylesbury

Two E20D(MMC)s have been obtained for new route 17 (Aylesbury & Bicester) that began on 31st July. These are the first MMCs in the fleet and both have been repainted to current Red Rose livery. Another silver E20D SF66 ARV has arrived; not sure yet whether for Red Rose or Redline.

Acquired (August) from Whitelaw, Stonehouse, Lanarkshire:

GW65 GSW, JW65 GSW, SF66 ARV AD E20D – AD Enviro200(MMC) 10.9m B41F – 2016.

RICHMOND'S COACHES, Barley, Herts

Acquired (September), formerly with Fowler's Travel, Holbeach Drove and originally Arriva KT 3808 (GN06 EVM) on Fastrack work. It is being used on HertsCC school journeys on route 390:

RIG 6494 Volvo B7RLE – Wrightbus Eclipse 12m B40F – 2006.

STAGECOACH LONDON (part of Stagecoach Holdings) incorporating:

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

Electric installation was well under way in mid-August at both Catford (TL) and Plumstead (PD) Garages, prior to the take-up of routes 160 (from Arriva on 18th September) and 180 (from Go-Ahead on 2nd October). However, until everything is ready, the take-up of route 160 and probably part of route 180 should be with hired Tower Transit VH-class Volvo B5LHs.

Two contract services to take shift workers to and from the new Amazon Distribution Centre at Dartford beginning on Monday 23rd August were registered by First Essex Buses. However the Daily operation has been partly sub-contracted to Stagecoach using buses from Plumstead (PD) Garage. Route AZ1 runs from Woolwich via Plumstead, Abbey Wood, Erith and Slade Green and the AZ2 from Thamesmead via Plumstead, Bostall Hill, Lessness Heath and Erith (South Road).

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

STAGECOACH LONDON, Continued:

Recent refurb/ repaints include 10187, 12280, 12282, 12307, 12333, 12339, 19715, 19817, 19826, 19834, 36577. 'Route 462' E20Ds 36636/7/8/9 have lost the 462 branding; what of 36635?

On 7th June 14132 suffered damage to its roof but was back in use on 14th July. On 3rd August 10105 suffered an accident when on route 238. On 7th August, 12262 (PD) suffered an accident when on route 177. On 17th August 14141 was out training in Sidcup when it crashed through trees into a building, causing much damage. On 28th August 12437 was on route 161 when it had an accident. On 3rd September 19857 suffered an accident in East Ham when on route 238.

Inward loan: Stagecoach East (August):

13812 (BV18 YBE) Volvo B5TL – Wrightbus Gemini PO53/30F – 2018. This is the second of the batch to come from Cambridge for the 'Group Julia' tour in London and now has 'London' branding.

Transfers:

(August): 10105 WH/WHu. 10113-116 T/PD. 12262 PD/PDu. 12437 PD/PDu.

13812 --/BW. 14141 RM/TLt/**u (see above). 37505/506 TL/TB.

(September): 19857 WH/WHu.

Livery changes:

LT 247 to advert for Nocco.

LT 256 and LT 267 to adverts for Pure Gym.

LT 389 from advert for Taylor's Latte back to red.

10110 to advert for Sprite.

12309 to advert for Rainbow 6.

12334 to advert for Boots.

Disposals:

LT 461/2/3 to RATP (August).

Scania 15030/31/32/33/34/35, 15048, 15073 to Stagecoach South East (East Kent) (August).

SULLIVAN BUSES, South Mimms

Now that they are off TfL work to concentrate on Hertfordshire services, Volvo B7TLs WVL 3 and 4 have gained the darkish green with lighter green amidships relief livery already in use on E200s AE 1-3 and 6-9. However, not only that but WVL 2 has been repainted to NBC green with white relief band and large white fleetnames.

Acquired (August) from Abellio Nos 8856, 8857, 8861 resp;

AE 17, 18, 19 (YX16 OAH/J/P) AD E20D – AD Enviro200(MMC) 10.9m B31D = 2016.

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

VLY 605 is in 'Pridebus' livery. DLP 244 and 247 are resurrected for use, in its case at Windsor. DLP 261 is on loan to First Eastern Counties and used at Great Yarmouth with fleet no. 35014.

TOWER TRANSIT - LI and X Garages

From 18th August the twenty VHs that had been loaned to Metroline were available to be returned; by that date ten had already done so. The batch is to be loaned out once again, this time to Stagecoach to cover route 160 and part of 180 until their new E400EVs are delivered. They will be needed from late January when TT take on route 733 and later on the 135.

Recent repaint/ refurb include DNH 39119/120/121/123/129/131.

Transfers (August): VH 38112-17/19/20/23/26-36 Metroline loan/ Xu.

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

TOWER TRANSIT, Continued:

Disposals: VNW 32427/428, DML 41425, DP 42603/4/5/6 to Ensign Bus (August).
(41425 amends TLB680 page 36).

When the WSHs departed, 62991/4/5 went to MIRA, 62992/3 to Cranfield University and 62996/7/8 to Bamford (i.e. alias Wrightbus). Of these, the two at Cranfield were still there early this month.

UNIVERSITYBUS (t/a uno), Hatfield and Northampton

The contract to operate Herts CC's DRT (Demand Responsive Transport) minibus operation in the north-east of the county has been awarded to UNO with a start date of Sunday 19th September. There are three black and green minibuses: RE21 LRJ, RJ21 XDB, RJ21 YNL M-B Sprinter 516CDi – EVM 16-seaters. It is a four-year contract and is the result of a successful bid by HCC to the Department for Transport. Branded 'HertsLynx' it operates Mon-Sat 07:00 to 19:00 and Suns/PHols 10:00 to 16:00 and is centered on Buntingford.

The two hybrid Solos, 412/3, have been withdrawn.

Change of number: The BYD bus EB 3 (LJ16 EZS) has been renumbered 1470.

New deliveries (August):

358, 359 BV21 ONO, ONU Volvo B8RLE – MCV EvoRa 12.1m B44F.

Note that these two have one more seat (x44) than sister buses 360-365 (x43).

VALE TRAVEL, Aylesbury

Acquired (August) via Chartwell Bus Coach Sales, formerly NIBS, Wickford, Essex and originally London United VLE 27 and 37 respectively. They remain in NIBS livery, red lower half and yellow upper half.

PA04 CYK, PO54 ACX – Volvo B7TL – East Lancs Myllennium Vyking 11.0m H47/30F (CYK) or H47/27F (ACX), both having been H47/22D when new - 2004.

Disposals: Olympians P534 HMP and P820 GMU and Solo SK10 AJS have now gone from fleet.

VECTARE, Rettendon, Essex

Re the Sprinter C21 XJH, yes it was a demo bus and has since moved on to Wrays of Wigton.

Acquired (September) via Bus & Coach Sales Oxford and originally Abellio London 8138 and 8141: 316/317 (YX16 OBO, OBS) AD E20D – AD Enviro200 (MMC) 9.0m B24F – 2016. (still in LT red).

Acquired (September) via dealer (?) and recently with Weaverway.

305 (YX69 NWB) AD E20D – AD Enviro200 (MMC) 10.9m B41F – 2019. This is still in dark blue and grey from its previous operator Weaverway.

WHITE BUS SERVICES, Winkfield and Horsell

Acquired (August) from leasing company:

57 (YY15 NHO) AD E20D – AD Enviro200 10.8m B39F – 2015.

58 (YX18 KUE) AD E20D – AD Enviro200 10.8m B39F – 2018.

Fleet Nos 57/58 are re-used, the previous 57/58 (YX68 ULT/ULU) left in October 2020.

TRAMLINK, Croydon (Tram Operations Ltd t/a London Trams)

Further to the note in TLB684, the tram at Bombardier's Ilford works is 2547. This car had been out of use for almost two years and had donated parts to others of the fleet. It is said to be at Ilford for an assessment to see if it can be repaired.

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 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 541 (789 UVA) from Mr P Heaps to Used Coach Sales, Warrington, Cheshire (June).

RM 826 (KFF 252) was sold from Mr A Whiteford / Bonnie Bus Company to unknown owner (August); it is now in red livery and remains open top but its conversion to a new use was never completed. It appears not to have been exported but does anyone have any information on the whereabouts of this vehicle.

RML 2457 continues working for Bus Business but has been with Idealtours in Austria since early June.

RML 2479 returned from the Isle of Islay and also continues working for Bus Business but from the 18th June to the 4th September it has been at the Culloden Estate and Spa in Belfast as "The Bolly Bus" promoting Bollinger champagne.

Miscellaneous low-floor double deck types:

DLA 239 (X439 FGP) (ex ALN) from Coach Hire to Hardwick, Barnsley (by December 2016) after use for spares.

DLP 60 (LJ51 DKL) (ex ALN) further to TLB682, this DLP is back in City Sightseeing livery now with Yorkshire Coastliner as fleet number 4007 in York.

DLP 96 (LF52 URX) (ex ALN) from Arriva North West to Hardwick, Barnsley (November 2020).

DW 14 (LJ03 MWC) (ex ALN) from Visions to Ripley, Barnsley (August) for scrap.

DW 18 (LJ53 NHT), 51, 52 (LJ04 LDX, LDY) (ex ALN) from Selwyns to DP Owens, Rhiwlas, Gwynedd (July).

T 59 (LJ08 CYP) (ex ALN) from Ensign Bus to Warrington's Own Buses, Warrington, Cheshire (August) and is now fleet number 317.

VLA 45 (LJ53 BCY) (ex ALN) from Lister PVS to Athelstan Primary School, Sheffield, South Yorkshire (by December 2018) where it has been used as a static library named 'Buster'.

VLA 54 (LJ53 BBO) (ex ALN) has been loaned from BASE to Travel express, Baildon, West Yorkshire (August).

VLA 73 (LJ04 YWE, ex CW53 TOP) (ex ALN) was re-registered by Hamilton Coaches to M29 UKA in March.

VLW 7 (UUI 2944, ex LJ51 DFL), 15 (UUI 2949, ex LJ51 DFZ) (ex ALN) from Arriva Shires to Arriva Southern Counties (April) where they have been re-numbered from 4015 and 4016 to 6153 and 6154.

VLW 149 (LJ03 MBV) (ex ALN) from S&E CareTrade to Project Wingman Foundation, London (April); this VLW is in an all-over blue livery, with an awning to the nearside, the name Wingbee below the windscreen and a modified roof of increased height with clear panels. It is being used at various hospitals across the UK as a mobile lounge taking personal well-being services to NHS staff. Former Yorkshire Coastliner Volvo B7 YK55 ATY is also used with VLW 149.

VLW 151 (LJ03 MBY) (ex ALN) further to TLB682 this VLW is reported as passing from Used Coach Sales to an unknown playbus group in East Anglia (July).

VLW 162 (LJ03 MRX) (ex ALN) from Sweyne Coaches to McColls, Dumbarton, Dunbartonshire (February).

VLY 604 (LX05 GEJ) (ex ALN) from Ensign Bus to Seven Sisters Bus & Coach, Eastbourne, East Sussex (August).

- *Where are they now?* -----
- DN 33643, 33644 (SN11 BPZ, BRF) (ex FLN) from Ensign Bus to Warrington's Own Buses, Warrington, Cheshire (August); these are now fleet numbers 315 and 316.
- DN 33651, 33652, 33653, 33654 (SN11 BSY, BSZ, BTE, BTO) (ex FLN) from Ensign Bus to Redbridge Council, Ilford (August).
- TN 32961 (MIG 4761, ex X961 HLT) (ex FLN) from Ebley Coaches to sister company Cotswold Green, Nailsworth, Glos. (by May).
- TN 33142 (LR02 LWX) (ex FLN) from Sherars (dlr) to Wigley, Barnsley (March).
- TN 33172 (HIG 1519, ex LR02 LYP), 33181 (LR02 LZA) (ex FLN) were sold from First South West (August).
- TN 33286 (LK03 NKU) (ex FLN) from CT Plus to Ripley, Barnsley (April).
- VN 36153 (BJ11 DVX) (ex FLN) was re-registered to L50 SBL in May by Shiel Buses.
- VN 37786, 37799 (LK59 CXC, FCP) (ex FLN) are now on long-term hire from Ensign Bus to HCT, London (August).
- VN 37919 (BF60 VHX, ex LXZ 5414) (ex FLN) from Lothian County to Brookfield Metal Recycling (dlr), Linlithgow, West Lothian (June) after its de-roofing in 2019.
- VN 37953, 37954, 37955, 37956, 37957 (BN61 MXB, MXA, MXE, MXD, MXH) (ex FLN) from Ensign Bus to Atlantic Travel, Bolton, Greater Manchester (August).
- VNW 32427, 32428 (LK04 HYG, HYH) (ex FLN) from Tower Transit to Ensign Bus (August).
- VNZ 32329, 32330, 32343 (LK53 LYJ, LYO, LZD) (ex FLN) were all re-registered in May by First Hants & Dorset to 620 HOD, KFX 791 and TPR 354 respectively,
- AVL 9 (UUI 4921, ex V109 LGC) (ex GAL) from Catteralls Coaches to AH Commercials (dlr), Yaxley, Cambs. (by July).
- PVL 33 (V233 LGC) (ex GAL) from A & A Coach Travel to Ripley, Barnsley (July).
- PVL 220 (P3 YMS, ex Y802 TGH) (ex GAL) was sold from YMS Travel to Vinson Transport, Graveney, Kent (August 2020) for use as non-pcv farm transport and has subsequently re-gained its original registration.
- PVL 233 (Y24 SEA, ex Y733 TGH) (ex GAL) from THZ International Coaches to The Decker Event Bus, Reading, Berks. (April) for use as a mobile café.
- PVL 263 (PN02 XBL) (ex GAL) has been used as a mobile vaccination unit by Brighton & Hove.
- PVL 319 (PJ52 LVW) (ex GAL) from Ripley to DW Coaches, Clay Cross, Derbys. (April).
- PVL 325 (PJ52 LWD) (ex GAL) from CT Plus to Ripley, Barnsley (by November 2020) for scrap.
- VWL 19 (LF52 TGV) (ex GAL) passed from Yorkshire Tiger to Team Pennine and was re-numbered from 835 to 2799.
- VWL 25 (P21 HOD, ex L20 SBL, LF52 THN) (ex GAL) has been named 'Pendle Cougar' with Hodsons Coaches.
- VWL 27 (LF52 THV, ex L30 SBL) (ex GAL) from Rowlands & Owens to Lloyds Coaches, Machynlleth, Powys (May).
- WVL 106 (LX03 EXW) (ex GAL) from Mullany's to AH Commercials (dlr) Yaxley, Cambs. (February).
- WVL 126 (LX53 SZV) (ex GAL) has been sold from Centaur Coaches (March).
- WVL 162, 183 (LX05 FCA, FAK) (ex GAL) from Cumfybus to Fowler's Travel, Holbeach Drove, Lincs. (May and April respectively).
- WVL 163 (M40 YEL, ex Y20 SYM, ex LX05 FCC) (ex GAL) re-gained its original registration and was sold in March to K Matt Coaches, Chadderton, Greater Manchester; it was then further re-registered to M1 THV. It is in a white livery with black upper deck window surrounds and roof.
- WVL 224 (WSV 506, ex LX06 DZG) (ex GAL) regained its original registration with Go Goodwins in July.
- WVL 369, 372 (LX60 SWZ, DXC) (ex GAL) have been re-numbered from 196, 197 to 631, 632 with the Oxford Bus Co., and have been re-registered to MIG 7113 and LIG 9116 respectively in June.
- WVL 377 (LX60 DXH) (ex GAL) was re-registered to S90 YST in April by D&E Coaches.
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- *Where are they now?* -----
- 950 (WSV 533, YN07 EXK) (ex GAL) regained its original registration with Go Goodwins in July.
475, 491 (YN53 RYD, RZD) (ex GAL) from Wheelers Travel to Chartwell Bus Sales, Horsham, West Sussex and then Flagfinders Coaches, Braintree, Essex (all in August).
- SLE 8 (YN55 NHB) (ex LU) has passed from Stephenson's of Essex to sister company NIBS Buses, Wickford, Essex (January) where it continues as fleet number 632.
- SP 6, 7 (YN56 FCG, FCJ), 22, 23 (YN08 DHG, DHJ) (ex LU) from Ensign Bus to Weardale Motor Services, Durham, County Durham (August).
- SP 8 (YN56 FBA) (ex LU) from Ensign Bus to Change.org, London (August) where it is being used as a homeless hostel.
- SP 13, 14, 15 (YN56 FBX, FBY, FBZ) (ex LU) from Happy Al's to Beeston, Hadleigh, Suffolk (August).
- SP 20 (YN08 DHE) (ex LU) from Ensign Bus to Ipswich Buses, Ipswich, Suffolk (August).
- TA 277 (R3 WSX ex LG02 FDP) (ex LU) has passed from AH Commercials to Xelabus, Eastleigh, Hants. (June).
- VLE 27 (PA04 CYK), 37 (PO54 ACX) (ex LU) from NIBS Buses to Chartwell Bus Sales, Horsham, West Sussex and then to Vale Travel, Aylesbury, Bucks. (August).
- VLE 38 (PO54 ACY) (ex LU) from NIBS Buses to Galloway Coach travel, Mendlesham, Suffolk (by September 2020).
- VR 228 (BD51 YCT) (ex LU) has been sold from Warrington's Own Buses (by May).
- TA 639, 646 (LK05 GFV, GGJ) (ex ML) from Carters Heritage Buses to Ensign Bus (August). They were latterly used on service 193 (Ardleigh to East Bergholt High School) which was withdrawn from the 20th July. They had been named Flavia and Gigi.
- TE 883 (LK08 DXV) (ex ML) from Ensign Bus to Ricardo UK, Shoreham, West Sussex (August).
- TP 382 (LR52 KXA) (ex ML) from John Hill Coach Sales to Routec, Elland, West Yorkshire (by April 2018) for conversion to a caravan.
- VPL 161 (X661 LLX) (ex ML) has been sold from Rambler Coaches to Ripley, Ashford, Kent (July 2020) for scrap.
- VW 1765, 1778 (LK59 CXC, FCP) (ex ML) – see the corresponding entries for VN 37786, 37799 (ex FLN) above.
- VLY 604 (LX05 GEJ) (ex OLST) – see the corresponding entry for VLY 604 (ex ALN) above.
- TA 17012 (S812 BWC) (ex SLN) further to TLB 684, this TA has been confirmed as passing to The Ribble Vehicle Preservation Trust.
- TA 17017 (S817 BWC), 17196 (V196 MEV, ex A16 RNY), 17198, 17199 (V198, 199 MEV) (ex SLN) from Stagecoach North West to Ensign Bus (August).
- TA 17071 (PJZ 6441, ex P10 WTL, ex T671 KPU) (ex SLN) has been named 'Pendle Wizard' with Hodsons Coaches.
- TA 17122 (V122 MEV) (ex SLN) from Brylaine Coaches to Ripley, Barnsley (July 2019).
- TA 17123 (V479 KJN) (ex SLN) was re-registered in June to G310 FWC by Fourways Coaches.
- TA 17154 (V154 MEV) (ex SLN) started a new tea tour in York at the end of July as 'The English Tea Bus'.
- TA 17324 (X324 NNO), 17375 (Y511 NHK) (ex SLN) from Brylaine Coaches to Parton (dlr), Barnsley (March) for scrap.
- TA 17361 (Y361 NHK) (ex SLN) was scrapped by Garnetts Coaches in August 2019.
- TAS 17495 (LX51 FMU, ex WIJ1545) (ex SLN) further to TLB 684, this TA has been confirmed as passing to Wigley, Barnsley (August). It also re-gained its original registration prior to sale.
- TA 17601 (LV52 HHL, ex N300 BUS) (ex SLN) from Peoples Bus to Mr G Walker, Wrexham (December 2019) for preservation.
- TA 17789 (LX03 BWC) (ex SLN) was sold from Eazibus (by May) for scrap.
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----- *Where are they now?* -----

TA 17930 (LX03 OTF) (ex SLN) further to TLB684, this TA is confirmed as passing to Haley Robson, Abergele, Conwy (April) for use as a mobile home.

TA 18484 (LX55 BEY) (ex SLN) was latterly with Stagecoach Oxford as a trainer where it was not used after March 2020, and it passed to i:61 Church, Andover (October) where it was branded as their “Life Bus”. From January it passed to Life Bus Andover and was named ‘Faith’ for use with the same church from May 2021.

DN 33643, 33644 33651, 33652, 33653, 33654 (SN11 BPZ, BRF, BSY, BSZ, BTE, BTO) (ex TT) – see the corresponding entries for DN 33643, 33644, 33651, 33652, 33653, 33654 (ex FLN) above.

VN 37953, 37954, 37955, 37956, 37957 (BN61 MXB, MXA, MXE, MXD, MXH) (ex TT) – see the corresponding entries for VN 37953, 37954, 37955, 37956, 37957 (ex FLN) above.

Low-floor single deck types:

ENL 36 (LJ09 KPZ) (ex ALN) from Ensign Bus to Redline, Aylesbury, Bucks. (July).

DML41425 (LN51 DWJ) (ex FLN) from Tower Transit to Ensign Bus (August). This DML was previously listed as sold in February.

DML 44147 (DB10 PAN, ex YX10 BFJ) (ex FLN) has regained its original registration and passed from Panther Travel to Taw & Torridge, Merton, Devon (April).

DML 44214 (YX12 DKK) (ex FLN) not previously reported is that this DML was exported from Victoria Asset to Uzabus, Palmerston, New Zealand by 2020.

DE 20059 (SK07 DXG) (ex LU) has been loaned from a dealer to Nu-Venture, Aylesford, Kent in August.

OT 30203 (YJ11 EHK) (ex LU) further to TLB682, this Tempo is now with Global Travel, Kidsgrove, Worcs. (by August).

OV 30109 (YJ58 VBL) (ex LU) has been reported as passing from Cymru Coaches and is now being used for spares by Weardale Motor Services (by August).

DLF 95 (KU52 YKB) (ex ML) from Newport Travel to Chartwell Bus Sales, Horsham, West Sussex and then to Chiltern Automotive, High Wycombe, Bucks. (August).

DLF 100 (KU52 YKG) (ex ML) from Newport Travel to Chartwell Bus Sales, Horsham, West Sussex and then to Mounts Bay Coaches, Penzance, Cornwall (August).

DP 1007 (RX51 FNU) (ex ML) from Mr Young, Kingston, Surrey to Mr Joyce, Stratford, London (January) and remains part of BBPG.

DP 1017 , 1028, 1032, 1038 (KP02 PUF, PVO, PWN, PWO) (ex ML) from Tower Transit to Ensign Bus (August).

DP 1035 (KU02 YUD) (ex ML) further to TLB683, this DP passed to Chartwell Bus Sales, Horsham, West Sussex and then to Mounts Bay Coaches, Penzance, Cornwall (August).

DSD 212 (LR02 BEJ) (ex ML) was sold from Stotts Coaches for scrap (by April).

SLD 34158 (SJI 2586, ex V158 MVX) (ex SLN) is confirmed as passing to Ripley, Barnsley (by June 2018).

36320 (LX58 CBY) (ex SLN) returned to Stagecoach East Scotland after loan to Moffat & Williamson between April and June.

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

9157F	AY20 ZBZ	Ford Transit LWB Mid-Height Van	LUL	Wh/Red	?
9158F	AY20 YZS	Ford Transit LWB Mid-Height Van	LUL	Wh/Red	?
9159F	AY20 ZSO	Ford Transit LWB Mid-Height Van	LUL	Wh/Red	?
9160F	AY20 YZP	Ford Transit LWB Mid-Height Van	LUL	Wh/Red	?
9163VW	RJ20 HAA	VW Caddy Van	Trams	Wh/Blu/Grn	TK
?	LL21 KPR	Ford Transit Dropside Truck	?	Wh/Blu #	?
?	LS21 DLE	Ford Transit Custom Hybrid Van	LUL	Wh/Blu/Red	?

Additional information and updates

9163VW is believed to have been delivered last September. Conversely, 9157F to 9160F were licensed in March 2020 but appear to have only been delivered to Acton in early September 2021. They are also unusual for having full LUL livery (complete with red stripe and Point Care lettering) but lacking the blue skirt. The livery is therefore shown as white/red. These four vans are likely to go to Arnos Grove to join similar 9153F to 9156F. Curiously, the latter four were also licensed in March 2020 but managed to be delivered and enter service within a few weeks. LL21 KPR, also new at Acton in early September, does have a blue skirt but had not gained its lettering or stripe when noted.

8714VW is allocated to VCO, while the allocation of 9082VW should be shown as HHB rather than UXB. Vehicles withdrawn include 7910F, 8118F, 8144M and 8145M.

Bus Company Fleets; Newly reported vehicles

-	HN66 XPE	Vauxhall Insignia Car	Arriva London	Blue #	GY
-	CX70 LTY	Seat Leon Car	Arriva London	Red #	AD
-	FP70 OMM	Toyota C-HR Car	Arriva London	Blue #	DT
-	HV21 YOC	Renault Captur Car	Arriva London	Gold #	DT
-	WX67 YDE	Skoda Octavia Car	Arriva SC	Red #	NF
-	DV68 WMD	Vauxhall Astra Car	Arriva SC	Silver #	NF
-	NV68 KMK	Vauxhall Insignia Car	Arriva SC	Silver #	NF
-	RJ19 YOY	Kia Sportage Car	Arriva SC	Silver #	NF
-	LD69 SHX	Citroen DS3 Car	Arriva SC	Black #	NF
-	LD69 SKE	Citroen DS3 Car	Arriva SC	Black #	NF
-	LD69 VSK	Citroen DS3 Car	Arriva SC	White #	NF
-	LD69 VTZ	Citroen DS3 Car	Arriva SC	Blue #	HH
-	MD69 ONF	Peugeot 308 Car	Arriva SC	Blue #	GF
-	MD69 OUS	Peugeot 308 Car	Arriva SC	Silver #	HH
-	MD69 RNA	Peugeot 308 Car	Arriva SC	Black #	GF
-	MM69 VZW	Peugeot 308 Car	Arriva SC	Blue #	HH
-	RF19 GZM	Kia C'eed car	Arriva the Shires	Silver #	LD
-	WP70 VPC	Ford Focus Car	Arriva the Shires	Blue #	LD
-	WP70 VUJ	Ford Focus Car	Arriva the Shires	Silver #	LD
-	WO21 PGK	Mercedes Vito Minibus	Go-Ahead London	Red #	NP
-	WP21 YCV	Mercedes Vito Minibus	Go-Ahead London	Red #	C
-	WP21 YCW	Mercedes Vito Minibus	Go-Ahead London	Red #	C
-	AT57 NLA	Vauxhall Astra Car	Uno	Black	UB

----- *Service Vehicles* -----

Additional information

Many thanks to member 2487 for listing lots of cars in use as crew ferries with various Arriva companies. Some of these will have been in service for a while; their anonymous condition means that reports are sparse. It is likely that some are on hire to cover increased requirements (due to COVID social distancing) or to replace other vehicles that have fallen by the wayside. Some garages, notably Dartford, have had a rapid turnover of such vehicles in recent months.

More Go-Ahead London minibuses with company fleetnumbers are RF19 UZK (FV20) and RJ19 HTA (FV19). Similar RJ13 DYB and RK68 GVR have been withdrawn, while the first three of a further new batch are listed above.

The hired and borrowed crew ferry vehicles at Metroline's Potters Bar have now been returned. Thus MT19 CZG, VF19 KWW, KN70 SXX and KN70 SXP are withdrawn, and LB69 ZDH and LG69 XDR are transferred PB-? Also withdrawn are AY66 WKG, LX66 OKL and LX66 OLH.

RATP Renault Master van MF20 RZG is confirmed as being numbered R70037 and allocated to S. Minibus 75050 (RY03 DXS) is withdrawn, probably some time ago.

Other vehicles withdrawn include Abellio 6793 (AV12 NMK) and 6795 (WG12 CFP), Arriva London 201 (HK63 YYU), 215 (FL14 HMO), HX17 UPW and SG19 NBJ, Arriva the Shires 9304/9738 (YX08 FWD), CF130/9742 (LG09 FBL), 9753 (YJ62 RNU) and 9755 (YD63 ULR), Arriva SC V080 (BJ66 NDD), Ensignbus 805 (MJ12 KFK), Stagecoach London 93642 (SJ67 NVA) and Tower Transit YT12 GXR.

OMNIBUS SOCIETY SEEKS COVID STORIES

The Omnibus Society is inviting bus industry operators, employees and passengers to share their experiences during the pandemic. The industry organisation is looking for personal stories; funny, moving, inspirational and everything in between, for a special project titled "**The Covid Journey**". Everyday stories of how lives changed will be curated, alongside the more inspiring ones, such as witnessing local residents clapping on a Thursday as their local bus passed along their street – recognising the passenger transport sector as essential workers.

The challenges for bus and coach operators to survive and operate during the last year and a half have been significant, not just for companies, but also for the staff involved. Recognising this, the Omnibus Society is keen to capture all these experiences to create a record for future generations.

At the launch of "**The Covid Journey**" Project, Omnibus Society President Martijn Gilbert said: "The pandemic has had a massive impact on the world of passenger transport and the people who work within it. Transport's key workers, and the companies they represent, have had to adapt to many challenges. This has driven change in many areas, including some positives, and there is no doubt a whole lot more to come, but now seems like a good time for us all to reflect on our work and to document and celebrate this."

The Omnibus Society's "**The Covid Journey**" Project invites everyone to record their experiences during this period from the road passenger transport perspective. Operators and individuals alike are encouraged to share their experiences, be that from the viewpoint of a driver, engineer, scheduler, depot allocator or even passenger. It is hoped to capture as many insights as possible to create a unique Road Passenger Industry Covid Jigsaw.

For full details on how to contribute please visit the Omnibus Society website www.Omnibus-society.org The Society is offering a first prize of £500 for the best submission and a second prize of £250. All the submissions will be stored as a resource at the Bus Archive and will be available for those interested in looking back at this period of social history in the future. It is also hoped that a selection will be published.

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

This TLB closed on 10-12 September and due for posting on 21 September. Closing date for TLB686 is Weds 6 October and due for posting on Tues 21 September. Reports to the Editors by post or e-mail to davestewart297@gmail.com or to heads of sections for contact points. Next closing dates are Weds 06Oct, 03Nov, 01Dec 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.



Southdown PSV resurrected its last 23-year-old Dart SLF/Pointer, pictured here in Caterham on the Hill when the 411 was just a local service between Caterham Rail Station up the hill to The Village. From 24th July the 411 morphed into a much longer double-deck service (TLB 683 page 23).
(Richard Godfrey)



Carousel's four Sprinters are now in 'London red'. No.978 is seen in the last week of July on new service 34 to a new area of Abbey Barn Park in High Wycombe although it has since been extended. One of this batch now also runs the 581/583 into Uxbridge.
(Frank Brown)



Theydon Bois may have the Central line but its only daytime 'normal' bus service is the two-hourly 418, recently having changed hands from Central Connect to Stephenson's. Sprinter KF19 LCV – with a blind too big for its box – traverses the village green.
(Nick Agnew)

Rear cover: Centaur Overland runs five double-deck buses on shuttles to both the University of East London and between the sites of the University of Greenwich in SE London (See TLB 664 p26). The first of two Optare MetroDecker EVs CN21 FZA has scrolling blinds and is here on the Rochester Way Eltham. (Richard Godfrey)



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