

TLB694

The London Bus

Number 694

June 2022



London Omnibus Traction Society
www.lots.org.uk



Based on the established StreetDeck, the Wrightbus Electroliner demonstrator (EL 1) is being trialled by Go-Ahead at Croydon Garage. On 6th May it is seen in West Wickham High Street on route 119 – its regular haunt for the duration of the trial. *(William Clark)*

The new order on route 84 from 2nd April is with Sullivan Buses using green vehicles. Trident/Enviro400 No. E 35 (once Abellio No.9516) is near South Mimms. LCBS once ran the 84 and the countryside behind the bus is even set out in LCBS green with yellow relief! *(Richard Godfrey)*



Front cover: Buses decked to celebrate the HM The Queen's Platinum Jubilee started to appear in May. RATP's BCE 47070 – with a special '70th' registration – is travelling up Ewell Road, Tolworth on its journey on route 281 through Kingston and Twickenham to Hounslow. *(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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Other specialist services: Please include a stamped self-addressed envelope if you want a reply.

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: Suspended until further notice.

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 s.a.e.**).

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This issue was finalised on 10-12 June and due for posting on Tues 21 June. Closing date for TLB695 is Weds 6th July and due for posting on Tues 19 July.

Booked later closing dates are Wednesdays 03Aug, 07Sep, 05Oct, 02Nov, 30Nov 2022, 04Jan23.

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Editorial and Society Matters

This TLB may reach you a little late. That is because my E-mail system packed up. It took time to rectify and needed professional help but I lost a fair bit of preparation and proof -reading time. In turn, this meant a late start to printing and thus delivery. Oh yes, and also in the last days of prep, my mobile phone packed up and I became ill- not too serious but a nuisance. (David Stewart).

LOTS Meetings

LOTS Meetings are at Conway Hall, Holborn at 7.30pm (hall open from 6.30). We are in the Great Hall unless otherwise stated. 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 27 June (AGM in the smaller Brockway Room).

Monday 26 September and Monday 28 November in the Great Hall (speakers t.b.a.).

Payments for Membership and orders to Postal Sales

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 (for membership) or lotspostalsales@gmail.com (for postal sales) 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.

For anyone wishing to pay for Membership and Sales at the same time, please use “Mem + Sales” as the reference on the bank payment in addition to your name / Membership Number. The ‘lotsmemsec’ email address can be used to query membership matters and to query non-arrival of TLB or LBM, missing or damaged pages. Queries about Postal Sales to the ‘lotspostalsales’ email above.

If you use the post, please address your orders to LOTS Postal Sales (or LOTS Membership), Unit G16 Lombard Business Park, 8 Lombard Road, Wimbledon, London SW19 3TZ. Make sure that the ‘Postal Sales’ or ‘Membership’ name is included prominently, so we can give the best attention. Postal Sales 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.

The most recent Sales List was included with TLB687 but in any case the Sales List on our website can be used. Orders from the Sales List or a letter is perfectly acceptable. In all cases above, if you send us a cheque, 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!

LOTS Postal Sales

See the new Sales List in this TLB.

Latest from LOTS:

SUP-39C TfL operators fleet allocations and PVRs, 21st May 2022 (£4.50). **NEW**

The LOTS 2022 Fleetbook, 128 pages and illustrated. (£7.50) **NEW**.

LBM 200 Summer 2022 (£5.00) **NEW** Main features ‘Mullany’s Buses’ and ‘Part 1 of a Fifty years of LBM photo piece’ by the editor (second part will be in LBM 202).

LBM 199 Spring 2022 (£5.00) **NEW** Main features are ‘Addlestone Garage operations in the 1950s’ (an insight into the very complicated scheduling and route patterns of Country Area buses); ‘Archway’s last Routemasters’ and ‘The Yorkie Buses’ (a photo-piece on ex-Londoners in York by Tony Wilson).

And from other publishers:

Around Waltham Forest by Bus, Tram & Train – Historical local scenes over 200 years by Roger Torode. Published by LHRG. £15.00. 120 pages (It’s described as the transport story of Waltham Forest). **NEW**

The London Q by Ken Blacker £25.00. 128 pages. (Capital Transport). **NEW**

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 June: London Bus Museum Brooklands – ‘On the Buses’ Summer Gathering.

Sun 26 June: Open day at Reading Buses depot in Great Knollys Street.

Sat 02 July: 50th Anniversary of the Leyland National’s ‘birth’ in 1972, at Gaydon, Warwickshire.

Sat/Su 09/10 July: Thames Valley Traction Centenary Event: possible running day at Maidenhead.

Sun 10 July: BBPG running day Godstone to East Grinstead.

Sun 17 July: Alton, Hampshire, a major bus display and running day. (LSS)

Sun 31 July Worthing, bus rally at west end of the sea front, also bus rides.

Sun 07 Aug Gosport, bus rally at Stokes Bay, also local bus rides.

Sun 07 Aug Change of venue for ‘Buses’ Festival, now at Sywell Aerodrome, near Northampton.

Sat 20 Aug Imberbus, Routemasters from Warminster to Imber.

Sat/Sun/Mon 27/28/29 August: 60th Anniversary event commemorating the ending of London trolleybuses, at the Trolleybus Museum at Sandtoft, Lincs. Free bus from Doncaster Interchange to the museum on 29 August. 04 Sep North Weald EOR, Sun 18 Sept: ‘Fly-by’ road run between Uxbridge (Brunel University) and Wheatley via the A40 and High Wycombe. Sun 25 Sept: The 50th and last

Showbus Rally at Herts show-ground at Redbourn. Sat 01 Oct London route 37 heritage buses, Sun 02 Oct A&DMBS Running Day at Chesham Broadway, Sun 23 Oct LBM Brooklands.

GENERAL and INDUSTRY NEWS

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

National news, TfL and Politics

Her Majesty **The Queen's Platinum Jubilee weekend** took place over four days between 2-5 June. This included several events in Central London, including Trooping the Colour, a flypast and a concert in front of Buckingham Palace, concluding with a street pageant on the Sunday. Huge crowds attended events. Unfortunately our 96 year old monarch was unable to attend every event but she did appear on the balcony of Buckingham Palace on a couple of occasions, to the delight of the crowd. A number of buses received special commemorative liveries, in London and around the UK.

The long-awaited report into '**Partygate**' by senior civil servant Sue Gray was published on 25 May. It confirmed a number of occasions when parties or social gatherings took place at 10 Downing Street during lockdowns when such events were illegal. Prime Minister Boris Johnson continues to be heavily criticised, but he survived a vote of no confidence by Conservative MPs on 6 June. 148 MPs voted against the Prime Minister, 211 to save him. BBC Political Editor Chris Mason observed a coincidence that the bus stop in Parliament Square was solely served by bus routes 148 & 211! The half term break combined with the Platinum Jubilee holiday led to **travel problems at airports, with flights cancelled** and long queues due to staff shortages as airlines and airports struggled to recruit and train sufficient staff to meet demand following the pandemic. For the first time in decades there are more vacancies than registered unemployed people in the UK, so these problems are unlikely to be resolved soon.

A **one-day strike** took place across the Underground network on 6 June, affecting all lines with most central area stations closed. The RMT union was protesting about changes to pension rights. TfL said no changes had been proposed so far, although a review of pensions was a condition placed on TfL by the Government as part of its Funding Agreement. **Further strike action** is planned for 21 June when the RMT has also called a national rail strike over three days, 21st, 23rd and 25 June to protest about multi-year pay freezes and plans to cut thousands of jobs which the union says will make railways unsafe. Transport Secretary Grant Shapps accused the RMT of "jumping the gun" by announcing strike dates when talks had only just begun.

Now for the good news, the **Elizabeth line has opened** as planned, on Tuesday 24 May. This followed a private visit to Paddington Station by The Queen the previous week. The newly opened section is between Paddington and Abbey Wood (TLB 693 refers). Large crowds gathered at both terminal stations in time for the first trains and apart from one short security alert at Paddington everything ran smoothly on the first day with trains running like clockwork, every five minutes. The new stations are spectacular and cavernous, and the platforms are long and spacious. Those below ground have platform edge doors like the Jubilee line but the two stations above ground at Custom House and Abbey Wood do not have this feature.

The opening was widely covered in the media and coverage has been overwhelmingly positive, with only a few reports mentioning that the line is three and a half years late. Initial indications are that the line is being well used, a TfL press release explained that the line carried more than one million passengers in its first five days. Related bus service changes in east and south east went ahead as planned on 14th and 21st May (*see Greater London route developments*). Nine buses have received all over wraps promoting services providing links to the new line. While the Elizabeth line has received all the publicity, a major project at **Bank Station** was completed on-time and Northern line trains began serving a new southbound platform on 16 May, enabling temporary route 733 to be withdrawn.

Not such good news was the announcement on 1 June of proposals for **major cutbacks to bus routes in central and inner London**. The pandemic clearly decimated TfL's income and some reductions were

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

inevitable, but the scale of these proposals was not anticipated. A public consultation is open until 12 July. If the planned changes go ahead without changes, sixteen route numbers would disappear completely: 4, 11, 12, 14, 16, 24, 31, 45, 72, 74, 78, 242, 349, 521, C3 and D7. Full details in *Greater London Route Developments*. It will be observed that these include some of the best-known bus routes in London, used not just by locals but by visitors from all over the UK and around the world. Very few roads would lose their bus service altogether as other routes would be ‘restructured’ to cover withdrawn sections, but more passengers would need to change buses to reach their destination and the changes will undoubtedly cause a lot of confusion. TfL estimates that around 24% of bus journeys will involve a change of bus which it is claimed will be easy because of the hopper fare. Many will disagree, changing buses is a hassle and it can be stressful. Several roads will have less frequent services although TfL says all routes affected will run at least every 12 minutes and are therefore classified as ‘high frequency’. Again, many bus passengers who have become used to waiting a few minutes for a choice of bus routes that have been reduced to just one, will regard 12 minutes as a long time, especially if services are not running regularly for some reason.

There is bound to be considerable opposition to these changes which are seen as political in response to the Governments requirement to reduce funding levels and cut overall bus mileage by 4% by 2024/25. It looks as though this target would be exceeded although with no detailed frequency information available this is difficult to prove. Many will recall the very vocal opposition over the proposal to withdraw route 13 a few years back. That level of controversy could be multiplied leading to long delays before implementation is achieved (if at all in some cases). A senior manager at TfL told me the proposals to retain certain route numbers in place of well-known ones are mostly based around contract expiry dates, so it could be that changes to proposed route numbers will alter during the consultation, as they were with the 1 & 168 proposals (not yet implemented). If these changes do proceed, they will probably be the most extensive cutbacks since 1982 after fares were doubled when the GLC’s ‘Fares Fair’ scheme had been declared illegal. Forty years on, local government is again responsible for running London’s buses and is at odds with central Government with the result that bus passengers suffer. Just a couple of months ago I was reporting TfL’s Bus Action Plan which set out a bold vision for better bus services. Quite how this consultation relates to that vision is hard to understand.

A fire at Potters Bar garage on 22 May led to the loss of six buses. It started in an electric Optare Metrodecker and all similar vehicles operated by Metroline, RATP, Go Ahead London and First Bus in York were withdrawn for checks for a few days. They began to reappear again from 26 May after Metroline issued a notice saying that they were now safe to operate and the fire had been caused by an ‘isolated operational error’.

Corporate and company news

On 27 May **Stagecoach** announced it had taken over the Kelsian Group’s **Tower Transit** operations at Lea Interchange garage in a £20 million deal. Lea Interchange was acquired by Tower Transit from First in 2013 but was not included in the joint venture between Tower Transit in 2019 which included Westbourne Park. **Sir Brian Souter** is to stand down from his position as a non-executive director of Stagecoach when DWS Infrastructure completes its takes over. This is expected to take place on 27 June.

Various management changes have been announced at **Go Ahead**. Martijn Gilbert, who began his career in London and is currently MD at Go North East is leaving the Go Ahead group in September to become MD at First with responsibility for Hull Trains and open access operator Lumo. He is replaced by Nigel Featham who will retain his current responsibilities at Go North West. Luke Marion has been appointed interim MD at the Oxford Bus Company replacing Phil Southall who is being seconded to Go Ahead Group as Bus Performance Director.

Other General News

Wrightbus has won an order to supply up to 60 Kite Hydroliner single deckers to Cologne operator RVK. The first 20 will be built at the Wrightbus factory in Balleymena while the remaining 40 could be supplied by either Wrightbus or by Polish manufacturer Solaris. Cologne already has 52 hydrogen buses making it one of the largest fleets of hydrogen fuel cell buses in Europe. **Switch Mobility** is launching a new 12m electric single deck design, the 'e1' aimed at the European market. The first e1 vehicles are being built at its Yorkshire factory but production models will be constructed in Spain in a new factory.

Two new trains have arrived for the **Southend Pier railway**. They are battery powered and built in the UK by Severn Lamb, manufacturers of equipment for several theme parks. The new trains will replace the current diesel trains dating from 1986 and revert to a green and cream livery similar to that carried by the previous generation of electric rolling stock.

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)

Due to awkward space layouts, Publicity is out of sequence on this page and the next.

Two thin purple lines across the May 2022 'Tube map' herald the long-awaited public opening of the Elizabeth line between Paddington and Abbey Wood, ushering in a step change in the way the public cross the capital as well as significant changes to Harry Beck's masterpiece. The cover features a mother and child in Joy Labinjo's 'Twist Out'. The new line stays north of the Central line until just east of Liverpool Street before swinging south east to cross the District / Hammersmith and City line between Whitechapel and Stepney Green. It then tracks an easterly route, crossing the Lewisham DLR branch of the DLR, Jubilee line, London Cable Car and King George V branch of the DLR before heading due south between this and the Beckton DLR branch to cross the river and reach its destination. The latter two DLR branches are realigned to head due south, whilst the River Thames gains an additional meander at the eastern extremity.

The existing TfL Rail services to Shenfield, Reading and Heathrow are rebranded as the Elizabeth line, (re)gaining the branch to Terminal 5 at the airport. Several other lines are realigned to accommodate this new arrival, including the Circle / Hammersmith and City between Latimer Road and Paddington; the reopened Northern line between Moorgate and Angel and the Thameslink core which gains a kink between Blackfriars and City Thameslink to squeeze in Mansion House on the District line! The short extension of the Overground to Barking Riverside also features on the map for the first time, shown as a hatched orange line with the station name crossed through in red. An adjacent box states the station is 'Opening soon'

For the first time since May 2015, the Tube map has a commercial sponsor; Ikea dominate the rear panel with 'Take the tube to IKEA (a seat guaranteed)' printed above a blue chair. The company logo appears next to the stations at Hammersmith, Neasden, Tottenham Hale,

----- *Publicity news* -----

North Greenwich and Ampere Way tram stop, these being the nearest stations to each of the five branches across the capital. Conversely the ‘Emirates’ name is removed from both Greenwich Peninsula and Royal Docks, this now being simply the ‘London Cable Car’ with a larger red cable car symbol alongside. This reflects the ending of the Emirates sponsorship during June 2022. The need to accommodate the Ikea advert and more stations means that the Index to Stations is now in very small print over just two panels.

In 2022, readers are probably grateful that TfL continues to make this map freely available in an era when virtually all other printed material is rare. The addition of the Elizabeth line to the map whilst retaining the same size does, however, make it very complex and arguably not as clear as Harry Beck intended. For example, Paddington is now spread over a large area, making it appear that the Bakerloo Line platforms are anonymous. Tottenham Court Road and Goodge Street could be mistaken for each other, whilst Piccadilly Circus could easily be mistaken for Green Park or Leicester Square! Meanwhile, Abbey Wood and Plumstead appear to be the same station.

Until the current three separate services are fully integrated, through passengers must interchange at Paddington and / or Liverpool Street. Details on how to do this are outlined in ‘Welcome to the Elizabeth line’, a multifold slimline carrying a prominent Elizabeth line roundel on the cover. When opened it has a full route diagram, accompanied by station maps showing the interchange routes across the concourses at Paddington and Liverpool Street stations. This is accompanied by fares information, a QR code for timetables, selected journey times and an accessibility guide. This is split into two sections, the first showing stations with level access from street to train, the second showing where the level access only reaches from street to platform.

Two Elizabeth line workers, standing in a train doorway, are holding a sign reading “Please help others of the train if they feel ill”, a double sided slimline outlining how up to 30000 passengers can be delayed for approximately ten minutes when passengers are taken ill on board.

A 1 December 2021 edition of “Hop-on Discover Hop-off Explore” from Big Bus is the usual multifold slimline with map showing the two tours operated. Timing information is restricted to last bus times and a frequency guide.

Surrey County Council have updated “Bus Timetable Chertsey, Staines and Walton” from 1 May. It has one hundred and four A5 pages inside the usual blue cover. Town colour bus route maps are as in the previous edition. Egham and Staines inside the front cover but the rear cover folds out to cover Walton, Molesey and Esher; Byfleet and West Byfleet; Chertsey Addlestone and Weybridge; Stanwell, Heathrow and Bedfont. As the Cobham map is on the last printed page it is in black&white. As with the Epsom area and Redhill area books issued recently, this issue has full timetables for nine TfL routes that cross into Surrey – 116, 117, 203, 216, 235, 290, 411, K3, R68.

Up at Luton, Grant Palmer began a new route Hi on 28 March and issued an A5 leaflet in the company’s red colour. The introduction begins by saying “Say Hi to your new bus service!”.

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

Corrections to SUP-39C:

Route 59 – Saturday PVR total is 20 (not 10).

Route 113 – Delete reference to Run Nos EW131-135

Route 293 – Type is mixed SD/DD.

Route 484 - Type is SE (not SD)..

Night E1- Uses the same R/Nos as daytime - AV841+.

Route U3 - M-F pvr is 9 SD and 2 DD (the latter R/Nos UX501/2).

London United N9 should be 7 Su-Th/11 Fr-Sa nights and is #V41+ (from daytime allocation).

No new awards this month. The Tranche List remains as in TLB692.

ROUTE AND SERVICE CHANGES

Thanks to members Malcolm, Michael, Robert and other correspondents for the corrections!

Saturdays 2nd, 9th, 16th, 23rd April 2022: As in TLB693.

Saturday 30th April 2022: As in TLB693, additionally, route 267 was reduced from x10 to x11 mins Mon-Fri daytimes and x12 to x13 mins Saturday daytimes for reliability (but see also 21st May!).

Saturday 14th May 2022: All as in TLB693, additionally, a couple of corrections to note below: also, the reference to route 49 having no PVR change was because this was the target date for conversion to BE-class vehicles.

180 (*Stagecoach Selkent*-PD) (North Greenwich, Bus Station & Erith Quarry) A correction to the routeing is that the route operates in both directions via Charlton, Hope & Anchor Lane and Bugsby Way (via routes 472, 486) and not the full length of Woolwich Road to the A102 junction.

B11 (*Go-Ahead London Central*-BX) (Bexleyheath Garage & Thamesmead Town Centre) Route withdrawn from Thamesmead Town Centre and cut back to terminate at South Thamesmead, Yarnton Way, and not to Boiler House/Carlyle Road.

S1 (*Go-Ahead Metrobus*-C) (Lavender Fields & Banstead, Marks & Spencer) The correct road in St Helier is Green Wrythe Lane and is re-routed in the Belmont area via Cotswold Road instead of Brighton Road and Downs Road.

Saturday 21st May 2022: All as in TLB693, additionally, a couple of corrections to note below: also, widened timetables on routes 261 and 273 for Westhorne Avenue roadworks, route 267 was further widened by 1 minute for works at Kew Bridge. There are also revised timetables for running time on routes: 9 (London United), 35, 100, 153, 172, 343, 364, 396 (Go-Ahead); 130, 482 (Abellio); 414 (London Transit) and 432 (Arriva).

241 (*Stagecoach East London*-WH) (Stratford City, Bus Station & Prince Regent Bus Station) Correct routeing to Prince Regent Bus Station is after Custom House Station via Victoria Dock Road.

U5 (*Abellio*-GW) (Uxbridge, York Road & Hayes, Clarendon Road) Re-allocation was deferred to 28th May.

PVR changes: 267 to 17/13/11 for widened schedules

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

Saturday 28th May 2022:

- 8 (Stagecoach East London-BW) (Tottenham Court Road Station & Bow Church) Mon-Sat daytime frequency reduced from x6-7 to x7½mins with an extra AM peak journey towards Tottenham Court Road Station.
- 177 (Stagecoach Selkent-PD) (Peckham, Bus Station & Thamesmead, Town Centre) Renewal of LBSL (QC) contract using existing AD E40H AD Enviro400H hybrid double-deck vehicles.
- 205 (Stagecoach East London-BW) (Paddington Station & Bow Church) Mon-Sat daytime frequency reduced from x8-9 to x10mins.
- E6 (Metroline West-G) (Greenford Station & Hayes, Bull's Bridge Tesco) LBSL (QC) contract extended for 2 years.
- U5 (Abellio-GW) (Uxbridge, York Road & Hayes, Clarendon Road) Re-allocated from Southall (GW) garage to Hayes, Dawley Road (DH) garage.

PVR Changes from 28th May 2022:

Abellio: U5 to 11+/10/6 #DH251+ (+1/278; +2/482), 278 to 10*/9/7 #DH271+ (*U5), 482 to 8*/8/6 #DH341+ (*U5);

Metroline West: no change to 90, E6 PVRs;

Stagecoach East London: 8 to 22/19/14 #BW61+, 205 to 21/19/16 #BW111+;

Stagecoach Selkent: 177 to 18/19/16 #PD131+.

Sunday 29th May 2022: As in TLB693.

Thursday/Friday 2nd /3rd June 2022: As in TLB693.

Saturday 4th June 2022: Widening re-introduced for routes 286 and 386 for Greenwich cycling works.

- 24/= (Abellio-QB) (Pimlico, Grosvenor Gardens & Hampstead Heath, South End Green) Revised Sunday timetable.
- 28 (London Transit-X) (Kensal Rise Station & Wandsworth, Southside Shopping Centre) Revised daily timetables for reliability.
- 36/= (Go-Ahead London Central-NX) (New Cross Garage & Queens Park Station) Mon-Sat daytime frequency reduced from x6 to x7½mins.
- 52/= (Metroline Travel-AC) (Victoria Station & Willesden Garage) Mon-Sat daytime frequency reduced from x8-9 to x10mins.
- 217 (Sullivan Buses-SM) (Turnpike Lane Station & Waltham Cross, Bus Station) Renewal of LBSL (QC) contract using existing E-class AD E40D AD Enviro400 diesel double-deck vehicles. Also, additional journeys introduced early morning towards Turnpike Lane Station.
- 253 (Arriva London North-CT) (Hackney Central Station & Euston Station) and
- N253 (Arriva London North-CT) (Tottenham Court Road Station & Aldgate Station) LBSL (QC) contract extended for 2 years.
- 254 (Arriva London North-AE) (Aldgate Station & Holloway, Nag's Head) LBSL (QC) contract extended for 2 years.
- 302 (Metroline Travel-AC) (Mill Hill Broadway Station & Kensal Rise Station) Revised daily timetables for reliability.
- 497 (Stagecoach East London-NS) (Harold Wood Station & Harold Hill, Gooshays Drive) Extended via route 174 via Dagnam Park Drive, Leamington Drive and Petersfield Avenue to terminate on Dagnam Park Drive, returning direct via Dagnam Park Drive. Withdrawn on Sundays.
- 605 (Sullivan Buses-SM) (Burnt Oak Station & Totteridge & Whetstone Station SDO) and
- 606 (Sullivan Buses-SM) (Queensbury Station & Barnet Lane, Totteridge Academy SDO) Morning journeys retimed to run 30 minutes earlier owing to roadworks on the A41 roadworks at Edgware Way. These temporary changes are until the end of Summer Term on 25th July 2022.

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

PVR Changes from 4th June 2022:

Abellio: No change to PVRs;

Arriva London North: No change to 253, N253, 254 PVRs;

Go-Ahead London Central: 36 to 27*/26/17 #NX1+ (*436), 436 to 16+/15/12 #NX301 (+1/36);

London Transit: No change to 28 PVRs;

Metroline Travel: 52 to 16/16/12 #AC251+, no change to 302 PVRs;

Stagecoach East London: 497 to 2/2/- #NS501+;

Sullivan Buses: no change to 217, 605, 606 PVRs.

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

It's worth noting here that TfL are migrating their systems and IT interfaces with operators during June, so the number of service changes are limited and there may be delays or interruptions to those looking at working timetables on-line.

Saturday 11th June 2022:

159/= (*Abellio-QB*) (Oxford Circus & Streatham Station) Mon-Sat daytime frequency reduced from x6-7 to x8mins, and nightly service reduced from x20 to x30 mins.

220/= (*London United-RP*) (Harlesden, Willesden Junction & Wandsworth, Southside Shopping Centre) Peak hour extra journeys withdrawn.

243/= (*Arriva London North-AR*) (Wood Green Station & Waterloo Station) Mon-Fri daytime frequency reduced from x7 to x8mins.

341/= (*Arriva London North-AR*) (Angel Road, Tesco & Waterloo Station) Mon-Sat daytime frequency reduced from x10 to x12mins.

PVR Changes from 11th June 2022:

Abellio: 159 to 20/20/12 #QB1+; Night 159 to 4 every night #QB1+.

Arriva London North: 243 to 27/23/19 #AR161+, 341 to 19/17/17 #AR271+, no change to Night =243, =341 PVRs;

London United: 220 to 24/20/15 #RP151+;

Saturday/Sunday 11th/12th June 2022:

382 (*Metroline Travel-PB*) (Southgate Station & Millbrook Park) Additional Journeys operated between Finchley Central & Mill East Station for engineering works on the Northern line.

Saturday 18th June 2022:

197 (*Go-Ahead Metrobus-C*) (Croydon Town Centre & Peckham, Bus Station) Re-allocated to Peckham (PM) garage, thus novated to Go-Ahead London Central. No change to PVRs but running numbers becomes #PM121+.

440 (*London United-RP*) (Turnham Green Church & Wembley Trading Estate, First Way) Revised daily timetables for running time.

Saturday 25th June 2022:

70 (*London United-S*) (Chiswick Business Park & South Kensington Station) Renewal of LBSL (QC) contract using existing BE-class electric single-deck vehicles.

120 (*Metroline Travel-SG*) (Hounslow Bus Station & Northolt Station) LBSL (QC) contract extended for 2 years.

143 (*Metroline Travel-W/HT*) (Archway Station & Brent Cross Shopping Centre) LBSL (QC) contract extended for 2 years.

245 (*Metroline Travel-PV*) (Golders Green Station & Alperton, Sainsbury's) Renewal of LBSL (QC) contract using existing hybrid and hydrogen double-deck vehicles.

260 (*Metroline Travel-AC*) (White City, Bus Station & Golders Green Station) LBSL (QC) contract extended for 2 years.

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

Saturday 25th June 2022, continued:

- 302 (*Metroline Travel-AC*) (Mill Hill Broadway Station & Kensal Rise Station) LBSL (QC) contract extended for 2 years.
- R68 (*Abellio-TF*) (Hampton Court Station & Kew, Retail Park) LBSL (QC) contract extended for 2 years.
- R70 (*Abellio-TF*) (Manor Circus, Homebase & Nurserylands) LBSL (QC) contract extended for 2 years.

Monday 27th June 2022:

- 267 (*Abellio-TF*) (Hammersmith, Bus Station & Fulwell, South Road) Widened timetable introduced on 21st May for Kew Bridge works removed.

Saturday 2nd July 2022:

- 465 (*London United-TV*) (Kingston, Cromwell Road Bus Station & Dorking, Townfield Court) LBSL (QC) contract extended for 2 years.
- C1 (*London United-S*) (Victoria Station & White City, Bus Station) LBSL (QC) contract extended for 2 years.

Saturday 16th July 2022:

- 209 (*Go-Ahead London General-AF*) (Mortlake, Avondale Road & Hammersmith Bridge, South Side) Daytime Frequency reduced from x15 Mon-Sat daytimes, x20 Evenings and Sundays to x30mins at all times.
- 378 (*Go-Ahead London General-AF*) (Mortlake, Avondale Road & Putney Bridge, North Side) Re-routed via Church Road and Rocks Lane instead of Station Road and Mill Hill Lane in Barnes. (Barnes) Daytime Frequency reduced from x7½ Mon-Sat daytimes, x10 Evenings and Sundays to x15mins at all times.
- 382 (*Metroline Travel-PB*) (Southgate Station & Millbrook Park) LBSL (QC) contract extended for 2 years.
- 533 (*Metroline Travel-AH*) (Hammersmith, Bus Station & Barnes, circular) Mon-Fri Peak hour frequency reduced from x15 to x17mins, also non-stop section between Hammersmith and Chiswick Bridge converted to a stopping service in both directions. LBSL (QC) Contract also extended until 14th October 2022.

Saturday 23rd July 2022:

- 17 (*Metroline Travel-HT*) (Archway Station & London Bridge Station) LBSL (QC) contract extended for 2 years.
- 186 (*Metroline Travel-HD*) (Northwick Park Hospital, Social Club & Brent Cross Shopping Centre) Renewal of LBSL (QC) contract using existing VWH-class hybrid double-deck vehicles.
- 280 (*Go-Ahead London General-AL*) (Belmont Station & Tooting, St.George's Hospital) LBSL (QC) contract extended for 2 years.
- 320 (*Go-Ahead Metrobus-MB*) (Catford, Thomas Lane & Biggin Hill Valley) LBSL (QC) contract extended for 2 years.
- 383 (*UNO-HF*) (Barnet, The Spires & Finchley Memorial Hospital, Mo-Sat except evenings) LBSL (QC) Contract extended until 21st October 2022.
- 384 (*Metroline Travel-PB*) (Cockfosters Station & Edgware Station) LBSL (QC) Contract extended until 21st October 2022.
- C11 (*Metroline Travel-W*) (Archway Station & Brent Cross Shopping Centre) LBSL (QC) contract extended for 2 years.
- W8 (*Metroline Travel-PB*) (Lee Valley Leisure Centre & Chase Farm Hospital) LBSL (QC) contract extended for 2 years.

Saturday 30th July 2022:

- 613 (*London United-TV*) (Tolworth Station & Glenthorne High School, SDO) Renewal of LBSL(QX) contract using existing VH-class B5LH Wrightbus Gemini 3 hybrid double-deck vehicle.
- 662 (*London United-TV*) (Surbiton Station & New Malden, Holy Cross School, SDO) Renewal of LBSL(QX) contract using existing VH-class B5LH Wrightbus Gemini 3 hybrid double-deck vehicle.
- 665 (*London United-TV*) (Surbiton, Berrylands Road & New Malden, Holy Cross School, SDO) Renewal of LBSL(QX) contract using existing DLE-class AD E20D Enviro200 diesel single-deck vehicle.
- 671 (Chessington South Station & Tiffin School for Girls, SDO) LBSL (QX) contract awarded to *Abellio* using existing hybrid double-deck vehicle. Previously operated by *London United* from Fulwell (FW) garage using existing SP-class Scania N230UD Omnicity diesel double-deck vehicle.

SERVICE PROPOSALS

The headline news was the publication of the “Central London Bus Review” on 1st June, with a six-week consultation ending on 12th July, with what seems to be the most drastic shake-up to bus services since the Reshaping plan or the cuts after the 1958 bus strike, with several long-standing traditional routes being proposed for withdrawal and covered by other services. TfL state that “Buses are the backbone of our transport network and are critically important to reducing car use, congestion, road danger and pollution. We have always adjusted our bus network to reflect our changing city, but the devastating impact of the pandemic on our finances has required a more significant review. Our plan to achieve the savings required by the Government includes a 4% reduction in bus kilometres. Demand has reduced over the years on some roads leading into central and inner London due to changing travel patterns, which have been accelerated by the pandemic.” Because the detailed proposals would fill a TLB on its own, I’ll summarise as best as I can, obviously full details are available in the consultation.

The following routes are proposed to be WITHDRAWN and covered by re-routing other routes to cover:

4, 11, 12/=, 14/=, 16, 24/=, 31, 45, 72, 74, 78, 242, 349, 521, C3, D7, N11, N16, N31, N72, N74, and N242.

- 3 : Re-routed at Lambeth Bridge to Victoria via Horseferry Road;
- 4 : WITHDRAWN: 236 extended Finsbury Park to Archway; 56 re-routed at St Paul’s and extended to Blackfriars;
- 6 : Re-routed at Marble Arch to Holborn, Red Lion Square via current route 98;
- 11 : WITHDRAWN: 26 diverted at Aldwych to Victoria; 507 extended to Fulham Broadway.
- 12 : WITHDRAWN: 148 extended at Camberwell Green via Peckham to Dulwich;
- 14 : WITHDRAWN: covered at southern end by extending 414 to Putney Heath; Tottenham Court Road to Russell Square withdrawn;
- 15 : Re-routed to run via Aldgate Bus Station;
- 16 : WITHDRAWN: covered by re-routeing 98 to Victoria, route 6 re-routed to Holborn in place of 98;
- 19 : Re-routed via Brompton Road, South Kensington & Sydney Street;
- 23 : Re-routed at Hyde Park to Aldgate via Piccadilly;
- 24 : WITHDRAWN: covered Hampstead Heath to Trafalgar Sq. by re-routed 88 and from Trafalgar Sq. to Pimlico via re-routed 214;
- 26 : Re-routed at Aldwych to Victoria;
- 27 : Re-routed at Earl’s Court Road and extended to Clapham Junction via current route C3;
- 31 : WITHDRAWN: covered by diverting 113 from Swiss Cottage to White City and by re-routing 189 from Belsize Road/Abbey Road to Camden Town;

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

- 43 : re-routed at Moorgate to terminate at Liverpool Street Station;
- 45 : WITHDRAWN: covered at southern end by re-routing 59 from Streatham Hill to Clapham Park;
- 47 : Withdrawn between London Bridge Station & Shoreditch;
- 49 : Extended from White City to East Acton, but withdrawn from South Kensington to Clapham Junction;
- 53 : Withdrawn from Lambeth North to Elephant & Castle, London Road;
- 56 : Withdrawn from Bart's Hospital to St.Paul's and re-routed at St. Pauls to Blackfriars Station via current route 4 to Blackfriars;
- 59 : Re-routed at Holborn to St. Pauls, via current 521 and also at Streatham to Clapham Park via current route 45;
- 72 : WITHDRAWN: covered at northern end by extending 49 from White City to East Acton, extending 272 from Shepherd's Bush to Hammersmith and 283 from Hammersmith to Hammersmith Bridge North side;
- 74 : WITHDRAWN: covered by re-routing 430 between West Brompton and South Kensington via Cromwell Road;
- 77 : Re-routed at Waterloo to terminate at Waterloo Station, Taxi Road;
- 78 : WITHDRAWN: covered between Tower Bridge Road and Peckham by extending route 388 from London Bridge;
- 88 : Re-routed at Trafalgar Sq. via current route 24 to terminate at Hampstead Heath;
- 98 : Re-routed at Marble Arch to terminate at Victoria;
- 100: Extended from Shadwell to Bethnal Green via current route D3;
- 113: Re-routed at Swiss Cottage to White City via current route 31;
- 133: Re-routed at Monument to Bart's Hospital via current routes 521 and 56;
- 135: Re-routed from Aldgate replacing current route 242 to Homerton Hospital, also re-routed on Isle of Dogs to terminate at Crossharbour via Westferry Road and East Ferry Road;
- 148: Extended from Camberwell to Dulwich Plough via current route 12, also withdrawn from Shepherd's Bush Green to White City;
- 171: Cut back at Elephant & Castle to terminate at Newington Causeway;
- 189: Re-routed at Belsize Road/Abbey Rd to Camden Town via current route 31;
- 205: Re-routed at King's Cross to Parliament Hill Fields, replacing 214 to Camden Town and 88 to Parliament Hill Fields, also withdrawn between Mile End and Bow Church;
- 211: Re-routed at Sloane Square via Chelsea Bridge to Battersea Power Station;
- 214: Re-routed at Camden Town to follow current route 88 to Trafalgar Square, then via current route 24 to Pimlico;
- 236: Extended to Archway via current route 4, also withdrawn between Homerton Hospital & Hackney Wick;
- 242: WITHDRAWN: covered from Aldgate East to Homerton Hospital by an extension of route 135;
- 254: Withdrawn from Finsbury Park to Holloway, Nag's Head;
- 259: Withdrawn from King's Cross to Holloway, Nag's Head and extended from Edmonton Green to Ponders End;
- 272: Extended from Shepherd's Bush Green to Hammersmith Bus Station via current route 72;
- 277: Re-routed from Westferry Road to Island Gardens via current route 135 and extended to Poplar via Cubitt Town via current route D7;
- 279: Re-routed from Seven Sisters to Stamford Hill via current route 349;
- 283: Extended from Hammersmith Bus Station to Hammersmith Bridge, North Side via current route 72;
- 328: Re-routed at Kensington Church Street to Hammersmith Bus Station;
- 343: Withdrawn between Tower Gateway & Aldgate;
- 349: WITHDRAWN: covered by re-routing 279 at Seven Sisters to Stamford Hill and extension of 259 from Edmonton to Ponders End;
- 388: Extended from London Bridge to Peckham via current route 78;
- 414: Extended from Putney Bridge to Putney Heath via current route 14;
-

----- *Greater London Route Devts* -----
430: Re-routed via Earl's Court Road and Cromwell Road;
476: Withdrawn between Newington Green & King's Cross;
507: Re-routed via Westminster Bridge and extended to Fulham Broadway via route 11.
521: WITHDRAWN: covered by diverting route 59 at Holborn to St Paul's, and by diverting route 133 at Monument to St Paul's/Bart's Hospital;
C3 : WITHDRAWN: covered by re-routing 27 at Earl's Court Road to follow existing route to Clapham Junction;
C10: Re-routed between Elephant & Castle & Waterloo via Waterloo Road and York Road instead of Westminster Bridge Road;
D3 : Re-routed at Canary Wharf to terminate at Crossharbour via Heron Quays, South Quay, Cubitt Town and Island Gardens;
D7 : WITHDRAWN: covered by diverting current route 277 from Westferry Road via Mudchute and Cubitt Town;
D8 : Re-routed at Bow to operate direct instead of serving Bow Church.

Night routes:

N11 : WITHDRAWN, covered by N507;
N15 : Re-routed via Aldgate Bus Station;
N16 : WITHDRAWN, covered by N32;
N19 : Re-routed as daytime 19 proposal;
N26 : Re-routed to Victoria as daytime 26 proposal;
N27 : Replaced by night service on re-routed 27;
N31 : WITHDRAWN;
N32 : New route from Edgware to Oxford Circus part replacing N16;
N72 : WITHDRAWN;
N74 : WITHDRAWN;
N98 : Re-routed to Victoria as daytime 98 proposal;
N133 : Re-routed to Bart's Hospital as daytime 133 proposal;
N135 : Replaces N242;
N189 : Via current daytime route 189, so night service renumbered;
N205 : Re-routed to Parliament Hill via daytime 205 proposal;
N242 : WITHDRAWN, covered by new N135;
N414 : New route, replaces existing night service on 14, also withdrawn between Tottenham Court Road & Russell Square;
N430 : New route replaces N74, also withdrawn from Marble Arch to Baker Street;
N507 : New Route replaces N11, also withdrawn from Trafalgar Square to Liverpool Street.

Night services on daytime routes 6, 23, 88, 148, 214 will follow revised proposed re-routeings as well.

I've described these as best as could from the official information, so for any of my errors I apologise in advance, although there is reference in the TfL consultations to a night service on the 146! (So, I'm not the only one who does typos!). The consultation also highlights individual bus stops where interchanges can be made and describes new links achieved (whether there is any demand for these is a moot point!) and emphasises the usefulness of the Hopper fare when changing buses. There is little reference to frequency or types of buses, though.

Mike Harris has added a free download to the Central area Bus map, via his own website:
www.busmap.co.uk/free-downloads/GLBM%20-%20Central%20London%20Consultation%20Bus%20Map.pdf

Readers are encouraged to "have their say" using the following TfL link for responses and further detailed information: via their website:

Haveyoursay@tfl.gov.uk or FREEPOST TFL HAVE YOUR SAY (CLBR) or by ringing: 020 3054 6037 to leave your name and contact number, quoting 'Bus Review' when leaving your message.

Finally, a new consultation was announced for route **383** but seems to be a formality! In October 2020, the route was extended from Woodside Park Station to Finchley Memorial Hospital, as TfL say because of the Covid-19 pandemic, “a number of health services had been moved from the Royal Free Hospital to Finchley Memorial Hospital.” The consultation is from 11th May to 21st June and no changes are proposed to the current frequency or routing.

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

TLB684 p16: R7 in Chelsfield.

TLB686 p12: 410 stop changes.

TLB691 p12: 145 weekend night service withdrawn.

Other more minor examples involve road layout changes.

FORTHCOMING CHANGES IN BRIEF

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

Dates from October 2022 are as in TLB693.

20th Aug 22: CE+2 on 243/= (Arriva LN), W7/= (Metroline).

27th Aug 22: CR7 on 116 (London United), 119/=# (G-A Metrobus), 198 (Arriva LS), 264/=* (Arriva LS to G-A Metrobus), A10 (Metroline West), 684 (G-A Metrobus to S’coach Selkent), CE+2 on 5, 15/N15, 115 (GA Blue Triangle/Docklands) 50, 194, 250/=, 255, 410 (Arriva LS), 130 (Abellio), 320 (G-A Metrobus).

3rd Sep 22: CR on 638 (Stagecoach Selkent), CR7 on 664 (S’coach Selkent to Metrobus), CE+2 on 66 (Arriva LN), 90 (Metroline Travel), 289 (Arriva LS), 314 (Stagecoach Selkent).

17th Sep 22: CE+2 on 222/= (Metroline West).

24th Sep 22: CR on 248 (Stagecoach East London to Arriva London North).

OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS IN LONDON

Further to TLB692, **HCT Group** restarted route 812 on 16th May, albeit only on an hourly frequency with a 90-minute gap midday for the driver’s meal break. The route runs Monday to Fridays only, with an increased frequency promised when more drivers are recruited.

A new application from **Manchester Bus Tours Ltd** has applied to run a heritage Routemaster service from Waterloo Station, Taxi Road on a circular route via Westminster Bridge, Whitehall, Trafalgar Square and Piccadilly Circus and Green Park. A daily service every 20 minutes is offered, although without start and finish times, starting on 1st July. Adverts appeared suggesting the base would be in the Wandsworth area.

Stagecoach East London applied to revise City Sightseeing routes, which continues to be a joint venture between City Sightseeing, Grupo Julia and Stagecoach London. The “Red Route” runs daily during off-peak hours every 15-60 mins from Victoria, Grosvenor Gardens on a circular loop via County Hall and Tower Hill, with the “Blue Route” running every 60 mins from Kensington Road, Palace Gate via Buckingham Gate, County Hall and Piccadilly Circus. These started on 23 April.

DIVERSIONS, DEVIATIONS AND DISRUPTIONS

Central: From 20th May to 26th June owing to building works in Denmark Street, route **14/=** is diverted southbound via Earnshaw Street, New Oxford Street and Charing Cross Road, with route **176/=** starting at Cambridge Circus. From 31st May to 14th June owing to sewer works in Shoreditch High Street, routes **8/N8, 26/N26 149/= and 242/N242** were diverted northbound via Great Eastern Street, Holywell Lane, Curtain Road and Old Street. From 9th to 13th June, owing to road works at Old Street ‘gyratory’ routes **21, 43/= and 141** were diverted in both directions via Gracechurch Street, Bishopsgate, Norton Folgate, Shoreditch High Street (also Holywell Lane on return), Great Eastern Street and Old Street. Routes **55/N55 and 243/=** diverted westbound via City Road, Wakley Street and Goswell Road and eastbound via Goswell Road, Aldersgate Street, London Wall, Wormwood Street, Bishopsgate, Norton Folgate and Shoreditch High Street. Route **214/=** was curtailed at Islington, Angel and **271/=** was curtailed at Old Street, City Road. From 7th to 11th June, owing to water works in Norfolk Place, Paddington, routes **7/N7, 23/=, 27/N27, 36 and 205/N205** were diverted westbound via Sussex Gardens and Spring Street. Nearby and between the same dates, owing to water works in Westbourne Grove, routes **7/N7, 23/= 27/N27 and 70** were diverted in both directions via Pembridge Villas, Pembridge Road, Notting Hill Gate, Bayswater Road and Queensway (return Inverness Terrace).

South-East: From 12th to 18th May, owing to a water leak in Hayes Lane, Bromley, routes **119 and 146** were diverted in both directions via Pickhurst Lane and Westmoreland Road, with route 146 regaining its route via Mead Way. Thanks to Bill for the report. Yet again, further telecommunications work in Main Road, Knockholt, this time, from 15th to 22nd May, meant that routes **R5 and R10** were diverted via Pratt’s Bottom, not serving Cudham. Then from 1st June to 6th June, there was a water main leak in Cudham Lane South and Cudham lost its service again! More telecommunications work affected route **R8** in Luxted Road, Downe, so from 17th May to 8th June between 09:00 and 16:00 it was diverted in both directions via Main Road, Leaves Green Road, Downe Road, New Road Hill, Rookery Road and Downe High Street to War Memorial. Further to TLB 693, route **P4** diversion at Crofton Park was extended to 6th June. Nearby at Brockley Rise, owing to safety issues, from 28th May to 6th August, buses on route **P4** towards Lewisham now continue from Honor Oak Park via Brockley Rise to turn at the roundabout with Stondon Park. Further to TLB691, route **335 and B16** diversions were extended to 20th June. From 11th to 16th May, owing to a water leak on Domonic Drive, Chislehurst, route **162** was diverted in both directions direct via Edgebury. Although just for three days, from 26th to 29th May owing to gas works in Fraser Road at Erith Quarry, route **180** was curtailed at Erith Town centre after having just been extended to its new terminus there! From 6th to 19th June, owing to electrical works in Erith Road, Bexleyheath (for the garage?) routes **89/N89, 132, 229, 601, 602, 669, B11 and B16** were diverted southbound via Long Lane, Woolwich Road, North Street and Chapel Road.

South: From 16th May to 4th August, owing to water works in Banstead Road South, routes **S3 and S4** are diverted in both directions via Pine Walk, South Way, West Way, Pine Walk with the S3 also diverting via The Warren, Woodmansterne Road and Beeches Walk. From 9th to 30th May, between 08:00 and 18:00, owing to telecommunication works in Atlantic Road, Brixton, route **322** was diverted westbound via Dulwich Road, Brixton Water Lane, Effra Road, St Matthew’s Road and Brixton Hill and southbound via Effra Road, Morval Road, Dalberg Road and Dulwich Road.

South-West: Further to TLB691 and 693, the diversion to route **117** owing to pipeline works in Woodthorpe Road, Ashford, via Kingston Road, Fordbridge Road and Stanwell Road in both directions has now been extended to 31st December.

West: From 30th May to 1st June owing to gas works in Wise Lane, West Drayton, route **U3** was diverted in both directions via Station Road and Harmondsworth Road. Thanks to Chris for the report.

North: From 16th May to 24th May, owing to water works in Uplands Road, Hornsey, route **W5** was diverted towards Archway via Ridge Road and Ferme Park Road. From 23rd May to 6th September, owing to cycling works in Bull Lane at North Middlesex Hospital, route **318** is diverted to terminate via Bridport Road, Gloucester Road, Sterling Way and Bull Lane (southbound).

COUNTRY AREAS - Route Developments

Section Editor: David Stewart, 5 Kathleen Avenue, Wembley, Middlesex, 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. It covers all local bus services of all operators running outside the Greater London County but within the traditional LT/LCBS 'London Country' areas.

West and South ESSEX, including THURROCK

Sunday 17th April:

Since 19th March when Amazon services Z2 and Z4 transferred to First Essex, the actual vehicles continued to be from Ensignbus. From 17th April First Essex took over the Z4 with their own buses.

Sunday 24th July: 86, 308/309, 508/509/510, 724 (*Arriva KT*) See Hertfordshire notes below.

HERTFORDSHIRE and southern BEDFORDSHIRE

Sunday 8th May:

34, 366 as in TLB693. Additionally:

37 (*Centrebus*) (Luton Galaxy Centre & Dunstable, M-F) Extended to Langdale Estate Tesco.

40/40A (*Centrebus*) (Dunstable & Kensworth, M-S) Afternoon journeys diverted via Langdale Estate.

Monday 16th May:

SB10 (*A2B*) (Stevenage local) M- F journeys at 12:30 and 13:00 withdrawn (for driver's break!).

200 (*Grant Palmer*) (Flitwick & Biggleswade, M-S) Revised timetable.

Sunday 22nd May: 366 change in TLB693 altered to take effect on 29th May.

Sunday 29th May:

10/10A, 17/17A (*Centrebus*) (Luton locals) Earlier evening finish.

19 (*Centrebus*) (Luton & Stopsley, M-F) Service restored after pandemic suspension. Revised to x30min but now only between 08:45 and 15:00.

37 (*Centrebus*) Only increased from 8th May, from 29th reduced substantially. Withdrawn from Katherine Drive, Dunstable and Langdale. Continues to run Luton Galaxy Centre via Dallow Road to L&D Hospital as before but now just hourly Mon-Fri. After the Hospital, extended to Lewsey Farm and Lewsey Park Estate loop (to replace the L).

366 (*Centrebus*) (Luton & WG City/ South Hatfield, MF) Reduction of M-F early and late journeys. The Saturday service withdrawn altogether. (That was just WG City to South Hatfield).

B (*Centrebus*) (Luton & Dunstable, Downside, Daily) 'Temporary' timetable now 'permanent'

E (*Centrebus*) (Luton & Toddington, M-S) Minor timing change.

G (*Centrebus*) New route, M-F hourly: Luton Galaxy via Busway, Dunstable to Langdale Tesco.

L (*Centrebus*) (Luton & Lewsey Farm, M-F) Withdrawn. (includes the solitary LX jny).

304 (*Uno*) (St Albans City Station & Wheathampstead, Sundays, 3 jnys each way) and

357 (*Uno*) (St Albans City Station & Redbourn via Wheathampstead and Harpenden, Sundays, 4 jnys each way) (On Mon-Sat the 304 is with Centrebus and 357 with Arriva). 29th May was the last day of operation by Uno but the Sunday 304/357 contract was then with Arriva from 5th June.

Saturday 4th June:

3 (*Grant Palmer*) (Luton Park Square & Cutenhoe Road/ Tennyson Road loop, M-S)

35 (*Grant Palmer*) (Luton Park Square & Fountains Road, M-S) Last day of operation.

Although it was missed at the time, the odd M-F peak variations of the 3 to divert via Parkway Station (as route 30) were de-registered after operation on Friday 8th October 2021.

----- *Country Route Devts* -----

Monday 6th June:

Changes to some Whitbread Wanderbus services, last changed on 3rd October 2021 and listed fully in TLB686 p17.

W3 (Mons) Now just from Meppershall, Clifton Park, Stanford, Southill, Broom to Biggleswade. (see 3S)

W3S (Mons) Was just Stotfold to Biggleswade but now extended back from Stotfold (replacing W3 points) to serve Campton, Gravenhurst, Shillington, Lower Stondon.

W5 (Fris) Still from Barton, Shillington, Stondon, Meppershall but then rerouted to Biggleswade instead of Baldock Tesco.

W6 and W6A (both on 4th Weds) to Cambridge: New pick-up points added at Dunton and Wimpole.

W8 (2nd Weds) Still from Shefford and points to Henlow, then via Stotfold, but instead of then running non-stop to St Albans, two extra stops added at Stevenage and Hatfield Galleria.

W8A (2nd Weds) Still from Meppershall and points to Barton but instead of then running non-stop to St Albans, one extra stop added in Luton.

Tuesday 7th June:

347 (EFCT) (Hatfield Broad Oak (09:45) & Harlow (return 12:30) via Sawbridgeworth, Tues & Thurs)
A change registered but no detail yet. EFCT www shows just one round trip on Tue & Thurs (Herts CC shows Tue./Thur/Sat 3 roundtrips)

Sunday 12th June:

390 *Richmond's Coaches* surrendered the HertsCC contract and it was re-assigned to *Arriva KT*. Operates Mon-Sat between Stevenage Bus Station to Hertford, Claud Hamilton Way. Extended M-F peaks in Stevenage to the St Nicholas area. Extended M-F peaks (avoiding CH Way) to Ware, Hertford Regional College and on SDO further to Ware, Chauncey School. PVR 2 buses.

SB10 (A2B M-F/*Richmond's Sat*) Stevenage, Old Town and Bedwell circular, M-S) The Saturday service transferred from Richmond's (thus last day was Sat.11th) to Arriva KT (thus first day of Arriva Sat.18th June). (see also 26th June below).

Sunday 26th June:

SB10 Last day of A2B M-F service is Friday 24th and first (M-F) day of a new operator (t.b.a.) is Monday 27th. The Saturday service changed from 18th (see entry above).

Sunday 17th July:

757 (*Arriva tS*) (Luton & London, Daily) Additional journeys "during the summer".

Sunday 24th July:

86 (*Arriva KT*) (Waltham Cross & Harlow Bus Station, M-F) Extended from Bus Station to Harlow Town Station and Templefields. Routeing to be confirmed.

103 (*Carousel*) (High Wycombe & Watford, M-S) Withdrawn between Amersham and Watford, but instead extended from Amersham to Chesham. Coverage between Chorleywood and Watford may (or may not) be provided by HertsCC. Detail in Bucks not yet available.

308/309 (*Arriva KT*) (Thorley Park & Stansted Airport, Daily) Sunday service retimed.

311 (*Arriva KT*) (Bishop's Stortford Bus Station & Stortford Fields, M-S) Offpeak journeys to serve additionally Bishop's Park Tesco.

508/509/510 (*Arriva KT*) (Harlow & Stansted Airport, Daily) Revised timetable for reliability.

724 (*Arriva KT*) (Harlow & Heathrow, Daily) Additional early morning and late evening journeys.

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

Monday 16th May:

320 (*Redline*) (Chinnor & Princes Risborough, M-F) Yet more 'train time connections'.

----- *Country Route Devts*-----

Monday 30th May:

Some last minute changes by *Redline Buses* in Aylesbury due to road layout changes in Bicester Road between the Jackson Road roundabout and Berryfields.

2: in Quarrendon re-routed from Meadowcroft to Bicester Road direct to Jackson Road and Belgrave Road back to Meadowcroft, so no longer serving Haydon Hill [which is now left to Star Travel service 5]. Increased M-F daytime from x20 to x15 [still x20 peaks] with additional pm peak journeys; and x20 Sats and Suns.

4/4A: no longer serves Meadowcroft and Jackson Road so runs direct via Bicester Road to and from Berryfields, except for M-F am peak journeys towards Bus Station from Berryfields which will run from Bicester Road via Jackson Road, Belgrave Road and Meadowcroft back to Bicester Road. Frequency reduced to x20min all day Mon to Sat and x30min on Sundays.

12: The morning journey that starts from the Bus Station and runs via Dunsham lane, Weedon Road and Meadowcroft will now run from Meadowcroft via Belgrave Road to Jackson Road and Bicester Road and no longer via the full length of Jackson Road.

Monday 5th June:

- 17 (*Red Rose*) (Aylesbury & Bicester) One month after the last one, more minor timing changes.
- 280 (*AtS*) (Aylesbury & Oxford) The last M-F journey (23:00) from Oxford to Thame (now as an X8) extended to Aylesbury. Also on M-F the 07:05 from Oxford retimed to 06:55.
- 300/X30 (*AtS*) (Aylesbury & High Wycombe) The 300 reduced to x30min Mon-Sat (except evenings), x60min evenings and Sundays. Re-introduction of the X30, x30min Mon-Sat (except evenings).

SURREY and northern parts of WEST SUSSEX

Two (of the four) Guildford P&R services that were suspended in March 2020 due to Covid - 100 (Spectrum) and 400 (Onslow) are now formally cancelled and will not return. That leaves the 200 (Artington) and 300 (Merrow) but only on a much reduced timetable. (*Stagecoach South*).

Diamond Bus' RH1 (Egham & Royal Holloway College, M-F), suspended in March 2020 due to Covid, is now formally cancelled. Diamond Bus' RH2/RH3 that cover evenings and weekends continue, as does First Berkshire's route 8B (Mon-Fri daytime and peaks).

**Amazon Crawley: Apparently the bus connection is contracted to "Zeelo" and runs from Rail Stations at East Croydon, Redhill, Crawley and Three Bridges.

North and west KENT

Monday 9th May:

111 (Shorne XRds & Northfleet, St George's School, SDO) From Nabita Dhanda back to 1st Bus Stop. Observations show that 1st Bus Stop had been covering the ioute "for some time".

Monday 6th June:

403 (Otford & Tonbridge, Weald of Kent School, SDO) Withdrawn by Autocar. Covered by diverting A-K&S) SDO route 402A to start at Otford, Willow Walk.

Sunday 12th June

Further to TLB 693 p30 and the Gravesend Bus Hub, stops C and E had their routes swapped. Stop C in Garrick Street now houses 480/481/490 to the east, while Stop E in Barrack Row now serves 306/480/490 toward Bluewater and Dartford.

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:

The advent of the Elizabeth line from 24th May has prompted a set of “advert buses” to highlight this occurrence. Nine buses have been treated to wraps which have lots of purple roundels plus a slogan “This bus connects to the new Elizabeth line”. For about three months they are to be used on routes that serve stations on the line; they are meant to be used like this:- West: 2 buses on route 278. East: 2 buses on each of routes 304 and 474. South-East: 1 bus on route 180 and 2 buses on route 301.

On Sunday 22nd May at about 14:30 there was a disastrous fire in the rear open yard of Metroline’s Potters Bar Garage and six buses were destroyed. It was said at the time that the fire started when a battery pack on an OME exploded - but that was speculation. Nevertheless, as a precaution all OMEs were temporarily taken out of service and all MetroDeckers of all operators (Go-Ahead route 200 at Merton, also RATP routes 23 and C3 at Westbourne Park) and those with FirstGroup at York were taken out of service that night. And then late on the 27th Metroline advised staff that the buses were now safe to operate as it has been established that the fire was caused by an “exceptional isolated circumstance” (ie ‘human error’ -?). (See Metroline, Go-Ahead and RATP sections for later detail.

The Jubilee Pageant on 5th June included several buses: RM 1403 open top, RM 1979 and RML 2621 from Premium Tours, also open top. Also ex Eastern National KSW WNO 479, ex Darwen Leyland PD2A JTF 218F and Olympian G520 VBB from Awaydays, Norwich.

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

On 11th May during Arriva’s strike, there were three extra buses on the 196 and one on the 109.

On 21st May route 278 with ten E400Hs transferred from Southall (GW) Garage to Dawley Road Hayes (DH). The similar transfer of route U5 was delayed for a week, starting on the 28th. Delivery and preparation of the new E400EV electric buses continued to be delayed. One of the U5 batch, No 3432, was used at the recent ITT Hub trade exhibition at Farnborough, working a shuttle between the site and the Rail Station. The first two (3432/35) to enter service on the U5 did so on 30th May and others soon followed, not until early June. As at 9th June, 3430 was still with BYD at Iver.

As more E400EVs arrived, some of the E400Hs only just transferred into DH were due to be on the move again, this time to Battersea (QB) for route 345.

More repaints include LT 19, 21, 23, 26, 28.

New deliveries:

3430-41 as in TLB693, seating H42/23D (no middle seats at rear both up and down), ULW 13462kg.

Transfers:

Correction to SUP-39C: 2463/64 were at GW but since moved to DH.

In SUP-39C: (May): 2006-12, 2410/12/13 GW/DH.

Later moves: (May): 2411, 2464/65, 2523-31, 2579 GW/DH. 3431-41 --/DH. 9523-26 QB/GW.
(June): 3430 --/DH due.

Livery changes:

LT 159 to advert for Wizz Air.

LT 163 from advert for Calvin Klein to one for Wizz Air.

LT 167 from advert for M&S to one for Reed.

LT 605 and LT 787 to adverts for Oppo Find X5.

LT 612 to advert for Loewe Paula.

2006 and 2007 to Elizabeth line livery.

2022 to HM The Queen’s Platinum Jubilee livery.

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

ABELLIO, Continued:

Disposals:

E400 9424 sold to ==?== (May).

LT 174:- This bus last ran with Abellio on 10 June 2020. However, on 19 May 2022 it was destroyed by fire when parked at Otford near Sevenoaks. Presumably it had been there for some time?

Subsequent disposals:

8516/19/20/22 re-reg'd from YX59 BYJ/M/N/P to WEZ 737, WEZ 7837, WEZ 544, CAZ 2625 respectively with Go Goodwin, Eccles. Some of these re-regs correct the TLB693 entry.

8525 (YX59 BYT) Ref.TLB693 entry, it is not preserved as such but is with Cardinal Buses in Surrey.

8527 (YX59 BYV) is another now with Go Goodwin, Eccles.

9406 (LJ56 VTF) is now with THZ.

9444 (LJ09 CCK) from Ensign Bus to Hulleys, Baslow, Derbyshire.

9833 (KN52 NDE) now with City Sightseeing in Dublin and re- registered 03-D-121603.

ARRIVA LONDON (part of Deutsche Bahn)

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

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

Recent refurbs/ repaints include DW 308, 520, 521, 531; HV 42, 53, 54, 95, 97, 123, 143, 152, 178; ENL 112; EMC 8.

Just after midnight on 8/9th May, HV 334 was on the 341 at Northumberland Park when it was stolen while the driver had left the cab. It went on to crash into several cars and a van, causing considerable damage,

There was a strike at BN, N, TC and TH garages on 11th May. A check at around midday showed just a tiny handful in service, on routes 50 (5), 194 (2), 249 (7), 319 (2), 405 (2) and 412 (5).

On 7th June LT 981 (BN) helped out on route 29 (Wood Green & Finsbury Park) during an Underground day; of course no blinds available.

Transfers:

Correction to SUP-39C: ENX 5 is at TC (not CT), ENX 30 is at DT.

In SUP-39C: (December 2021): LT 7 E/Eu.

In SUP-39C: (May): LT 7 Eu/E. LT 187 CT/AR. LT 476 BN/AR.

HV 57 WN/BN. HV 334 AR/ARu. T 277 AD/WN. ENL 77 GY/DX.

:

Livery changes:

EA 1 and HV 91 to HM The Queen's Platinum Jubilee livery.

EA 21 to advert for Evian.

HA 44 to advert for Calilujah.

HV 39 and HV 147 to Elizabeth line livery.

LT 230 to advert for Adidas ZX.

LT 345 from advert for Gorillas (3) back to red,

LT 477 to advert for Wizz Air.

LT 492 from advert for Sonic 2 back to red.

LT 494 and LT 969 from adverts for Michael Kors back to red.

LT 515 from advert for GoPuff to one for Wizz Air.

LT 534 from advert for Zapp back to red.

LT 538 from advert for DKNY to one for Oppo Find X5.

LT 589 from advert for Elden Ring back to red.

LT 592 and LT 820 from adverts for Charlotte Tilbury back to red.

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

ARRIVA LONDON < Continued

LT 726 to advert for Jack Daniels No.7.
LT 955 from advert for Hilfiger back to red.
LT 967 to advert for Wizz Air.

Disposals:

T 3 to Arriva North West & Wales (May).
T 70 to Arriva Midlands (at Thurmaston Leics) (May).

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 (NF, AKT licence)

Volvo B7TL 6155 (NF) to HM The Queen's Platinum Jubilee livery.

Out of area: Cadet T 536 (NFt) to Southend.

Disposals: Dart 1631, Cadets T933, T943 to Shelton Motors (May).

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

Two buses from Arriva at Derby came to Harlow for testing on route 724. Scania 3556 (YR58 SRY) was listed in TLB693. The second was 3747 (YJ59 BVK) VDL SB200 – Wright Pulsar B44F-2010.

E20D 4086 went from Harlow to Arriva at Derby in exchange for 3556 but was back at Harlow by 16th May. E20D 4113 went to Derby. As at 10th June 4113 was still at Derby and 3747 at Harlow
E40D 6524 (HH) has been treated to HM The Queen's Platinum Jubilee livery.

Transfers (May): 3758 HH/HHw. Trainer E400 T 60 HHt/WEt. T944 HHt/HHw.
(June): 3559 SV/HH.

Disposals: Cadets 4536 and T944 to Shelton Motors, Ramsey (May).

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

More repaints to the lighter blue include 3032.

On 19th May Wycombe's Citaro 3043 was on route 800 at Binfield Heath near Henley-on-Thames when it caught fire and was completely destroyed. The driver and passengers evacuated safely.

Transfers:

(May): 3509 AYu/WBu. 3510 AYu/AY. 6000 WBu/WB. 9555 AYt/AYw.

Disposals:

Solos 2401, 2452, 2479; Cadet 2783; B7TL 4025; MAN 14.200 9555 to Shelton Motors, Ramsey (May). For interest, also from MK to Shelton: were Solos 2450, 2546; Cadet 2733.

Citaro 3043 destroyed by fire in May (see note above).

Scania K230UB 3508 to Arriva Midlands (at Tamworth) (May).

StreetLite 5984 (DEZ 9713) departed the fleet 'some time ago'. It was always all-white and had been a Wright's demonstrator in 2012 but stayed.

BIG BUS COMPANY, Earlsfield

Confirmation that YJ11 OHL/N/O are indeed numbered DA 235/6/7.

CAROUSEL, High Wycombe

Although these tend to transfer back and forth to Oxford, the note in TLB693 was not completely correct. Just 214 and 219 transferred to Oxford, 217 and 218 were only loaned to Oxford and remain with Carousel.

CENTRAL CONNECT (Galleon Travel 2009 Ltd), Roydon and Stansted

LX07 BYA to the red and blue livery.

Acquired (May): from Marshall's, Sutton-on-Trent, Notts:

YG02 FWL Optare Solo M920 B33F – 2002.

CENTREBUS, Luton

Disposal: Scania K230UB 748 (B6 WER) to Centrebus 'Chaserider' in Staffordshire.

CHILTERN AUTOMOTIVE, Cryers Hill, Bucks

Dart KU52 YKB is actually B**F (no longer B30D); detail required please.

GO-AHEAD LONDON

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

A large new vehicle order of 110 electric buses has been placed. There are 78 BYD.E400EV 10.9m, nine for route 353 at Croydon and 69 for Sutton for routes 80(part)/93/151/154. Also 27 BYD/E200EV 10.7m for routes 163/164 at Sutton plus 5 BYD/E200EV 9.7m for route B13 at BX.

Recent refurb/ repaints include SEe 18, 24, 54, 55, 57, WVL 438.

On 7th May SEe 52 was on the 413 when it suffered an accident. EH 155, accident from 29th January, was back in use on 5th May. On 13th May EH 132 was on route 5 when it suffered an accident. On 23rd May EH 315 was back in use following repair from when a tree fell on it during a storm on 18th February. On 8th June LT 45 was in Penge on route 176 when it was involved in a serious accident, causing much damage.

On 11th May (the day of the Arriva strike), at least two extra buses were out on the 119.

The Chelsea Flower Show service (811) saw the usual Es and ENs plus the odd RML.

All Me buses at Merton were taken out of service for inspection by midnight on 22nd May following the fire at Metroline's Potters Bar involving a similar vehicle. From the 23rd route 200 was then covered by assorted E, WHV, WVL and WVN buses. And then from the 25th EHV's made redundant from the loss of route 135 in east London moved across to Merton. In turn and to make space, the Me buses were taken over to North Woolwich (DS) Garage for storage. Late on the 27th Metroline advised staff that the buses were now safe to operate, so over the weekend 28/29th May the Me buses were brought back to Merton and began to re-appear on route 200 while the EHV's were returned to east London, albeit to RR for school-bus work rather than SI. They had last been at SI for route 135 but that was lost by Go-Ahead from 21st May. The last three EHV's worked from Merton on the night of 30/31 May.

There was an open day at Stockwell (SW) on 11th June. Several visiting buses performed journeys on former routes 77A/169/181 (the latter two being tram replacement routes). Buses included NV 170 (now Southern Transit), V 3 (London Bus Co), RML 2263 (Timebus), WVL 1 (London Bus Museum), Ensignbus DM 2646, also RT 1702, 1777; RTL 453, 554, 1163, RM 9, 857, 2208, RMC 1497, RML 2318; E 3, E 12, LT 487, WS 75, PVL 413, MAL 15, WVL 204, DMS 1868, TA 1; Ee 31 (Jubilee livery) and EP 3. Go Coach 8345, Carousel Citaro 880, Metrobus 6774. Metroline VWH 2112 (Jubilee).

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

GO-AHEAD LONRON, Continued:

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

In SUP-39C: (May): E 64, 65 RR/RRw. E 93, 97, 98 C/Cw. E 100/1/2/3 AL/ALw.

EH 61, 62 PM/Q. EH 132 RR/RRu, EH 155 RRu/RR.

WHV 10 NX/RR. WHV 12 SI/RR. WHV 13 MG/RR. WHV 43 NX/AL. WHV 165 Q/AL.

SE 244, 245 SW/MB. SEe 52 AL/ALu.

Later transfers: (May): EH 10 NXw/BXw. EH 315 MBu/MB.

EHV 1-4, 6-8, 10-13,16 SI/AL/RR. WHV 6 SW/C. WVL 438 SW/BX.

(June): EHV 5, 9, 14, 15 SI/RR LT 45 Q/Qu.

Livery changes:

Ee 31 to HM The Queen's Platinum Jubilee livery.

Ee 43 to advert for Evian.

LT 55 to advert for Oppo Find X5

LT 279 from advert for Calvin Klein to one for Adidas ZX.

LT 280 to advert for Wizz Air.

LT 293 from advert for DKNY back to red.

LT 308 from advert for Michael Kors back to red.

LT 394 from advert for GoPuff to one for Reed.

LT 432 from advert for Zapp back to red.

LT 438 to advert for Adidas ZX.

LT 484 from advert for Sonic 2 to one for Oppo Find X5.

LT 506 from advert for M&S to one for Wizz Air.

LT 509 entry in TLB693: Delete to Fenty Beauty advert ; it is still red.

LT 861 from advert for Charlotte Tilbury back to red.

LT 873 from advert for Zapp back to red.

WVL 454 and WVL 484 to Elizabeth line livery.

Disposals:

E 64, 65, 93, 97, 98, 100, 101, 102, 103 to Go North East (May).

EH 10 cannibalised by the company at Bexleyheath and then to Ensign Bus (May).

SE 18, last known withdrawn at Sutton, has gone for scrap. (by May).

MB 1, 2 to Go Ahead South West at Plymouth (April).

WVL 345-349 to Oxford Buses 'group' (June). Detail of actual destination to come.

WVL 380-385 to Go North East (June).

WVL 451-453, 468-480 to Brighton & Hove Buses (June). B&H fleet numbers are in registration order rather than WVL order. 451-3 will be B&H 201-3; 468-480 to 208, 216, 209, 210-215, 204-207 resp.

Note that some of these WVLs may be still in service here for a while, until ready to go.

GOLDEN TOURS, Alperton

During the week 16-20 May, 117/8/9 and 130/2/7/9 were 'wrapped' in the Queen's Jubilee livery.

Two buses that had been in York have been reinstated to the London fleet:

110, 111 (BV13 ZDD, ZDE) Volvo B9TL – MCV 10.3m PO45/28F – 2014.

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

Route 812 in Islington at least re-started from Monday 16th May. Initially only roughly hourly (with a lunch time break) and with one bus / one driver. HCT is hoping to get more drivers to restore the x30min service and thus to use the three buses (should be MX67 GYD/E/G) that were allocated.

E20D 'SED 1' (YX17 NKZ) was last at HCT when in London; it has since gone to Centrebus in Staffs.

LONDON DIAL-A-RIDE

Observing DAR sites, it is evident that the last T5s were cleared out in or by the last lockdown period. Dawson's use of a site at Charlton to take withdrawn T5s has also been cleared and was noted as such in mid-October 2021. Their main site at Cranfield (Bedfordshire) remains. If anyone has any sightings or knowledge of any, please let us know.

The Woodford depot moved in August 2021 to Unit 5, Anderson Road, Woodford Green, IG8 8ET, situated just off Roding Lane South (at the A4100).

The depot at St Mary Cray (Orpington) has now closed due to the deteriorating state of the building plus the lease on the site due to end soon. Crews are now working from Mandela Way or at the outstation at Brookmead Industrial Estate, off Beddington Lane (Croydon). Of the original Orpington allocation, D8042-8059 have always been outstationed at Mandela Way anyway – and are still there.

For those of you who keep depot allocations, the following vehicles have been re-assigned from Orpington to North Wembley (D8243, 8244 & 8245), to Palmers Green (D8242, 8085 & 8086), and to Woodford (D8082, 8083, 8084, 8240 & 8241). All other Orpington vehicles are now located and work from Mandela Way. Positive sightings there on 5th May were D8246/7/8, 8250/2/4.

Subsequent disposals:

D7199 noted in Beresford Square Woolwich on 31st July 2021 as a mobile barber's shop. It was still there when I noted it on 26th May 2022.

Also it would appear that D7070 & D7103 may have gone to Huyton Travel, Merseyside at the same time as D7018 & 7091 already listed in TLB665 (10/19).

METROBUS, Crawley (part of B&H Buses within the Go-Ahead Group) (CY depot)

Concerning the impending fleet of hydrogen fuel-cell buses at Crawley, the first couple of Wrightbus GB Kite Hydroliners are now in build but, as a new type, they will need to be tested and certified. Thus delivery to Crawley is unlikely before the autumn.

Acquired (June) from dealer stock

6703 (YX16 OCU) AD E20D – AD Enviro200 8.9m B29F – 2016.

Disposals:

Dart SLF 6321 to Mike Nash for spare parts (March).

Dart SLF 6288 and E200Dart 6726 to Scrapco; (6726 April, 6288 May).

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

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

(within the ComfortDelgro group of Singapore)

On Sunday 22nd May at about 14:30 there was a disastrous fire in the rear open yard of Potters Bar Garage. It started in OME 2660 and six buses were destroyed. Pending investigation as a precaution all OMEs were temporarily taken out of service. Obviously, a full check needed to be done and to establish the real (rather than the speculative) cause.

From Monday morning frequencies were reduced on PB's routes 134, 231, 263, 307, 317 and W8. Several TEs, VWs, VMHs and VWHs were sent to PB by the other garages to help out and three stored VWs were restored to service. Some PB routes worked out of other garages (route 384 to Edgware and routes 231 and 317 to Sullivan's yard at South Mimms) for a few days, the 384 being back at PB from 9th June. The Night 134 ran out of Holloway on the nights of 22/23/24May. Being an Optare, the little MetroCity OEM 2750 used on route PB1 was also stood down for a while, the route then being covered by Solo OS 68.

And then late on the 27th Metroline advised staff that the buses were now safe to operate as it had been established that the fire was caused by an "operational isolated circumstance" (ie 'human error'). The OMEs at PB were then gradually restored to service, although it was not as quick as hoped because

METROLINE, Continued:

ten charging points had been damaged in the fire. Several went out on the day 134 on Saturday 28th, followed by the Night 134 that night. Two weeks after the fire, the full return of OMEs in quantity was still stalled due to the reduction of charging points. Nevertheless, the first handful of buses loaned to PB went home by 31st May, albeit a fair few left behind.

Recent refurb/repaints include LT 12, 14, 15, 95, 97; VWH 2036, 2089; DEL 2245

As to the twenty hydrogen buses at PV, by 18th May just one (2717) was in service but by the 28th all were back in use, as usual spread over routes 7 and 245.

DEL 850, now in store, is due to be converted to a recruitment bus.

On 26th May the longer DEL 2152 was on the U10 but it was subbed for a shorter bus after just one trip. DEL 2145 and 2153 made a first appearance on the H13 on 29th May. This proved to be less of a problem though, especially as the longer buses were often on the H13 in RATP days.

Transfers; (h suffix = Hertfordshire Commercial Fleet).

Correction to Fleetbook 2022: Buses 1449-67 are E40H (not E40D).

Correction to SUP-39C: DE 1647 is at WJ (not ON –which has now been demolished!).

In SUP-39C: (May): Correction to TLB693: DEL (not DE) 2245 AH/UX.

VWH 2043 PAu/HD, VWH 2045 PAu/PV. VWH 2055 HD/PV. VWH 2112 PV/AC.

Later transfers: (May): LT 8 HTu/PAu. TE 886/7/8 PBu/HZw. TE 889, 890 PBu/PAw.
TE 1092 W/PB. VW 1290 PV/PAu. TE 1573 Wu/PAw. TE 1576/7/8 WJ/PB. TE 1579 EW/PB.
TE 1580/81 UX/PB. VW 1817 PV/PB. VW 1818/19/20, 1831, 1841 PAu/PB.
VW 1829, 1836 PV/PAu. VW 1830 AH/PB. VW1837 PV/PB.
VWH 2024/25/27 W/PB. VWH 2044/45/56 PV/PAu. VWH 2050/54/57/58 PV/PB.
VWH 2060 HD/G. VWH 2098, 2338 HT/PB. VWH 2212 HD/PB.
VWH 2240 PV/PB. VWH 2267 AH/PB. VWH 2321, 2397 AC/PB. VWH 2698 AH/PB.
VMH 2446, 2496 EW/PB. VMH 2544 WJ/PB.
DES 799 PAs/HZw. DE 997 PB/W. DEL 849, 852, 858 PBh/HZw. DEL 850 PBh/HZu,PAu.
DE 864 W/PB/PAw. VHS 2749 PVu/AHu.

(late May): TE 1092 PB/W. VW 1830 PB/AH. VWH 2056 PAu/HT. VWH 2057 PB/PV.
VWH 2321 PB/AC. VWH 2338 PB/HT. VMH 2496 PB/EW. VMH 2544 PB/WJ.
(June): LT 17 HT/W. VWH 2024/25/27 PB/W. VWH 2044 PAu/HT. VWH 2045 PAu/PV.
VWH 2055 PV/HD. VWH 2098 PB/HT. VWH 2212 PB/HD. VWH 2267 PB/AH.
VWH 2321 PB/AC. VMH 2446 PB/EW. VWH 2698 PB/AH.

Livery changes:

BDE 2637 to advert for Evian.

LT 547 from advert for GoPuff back to red.

LT 645 from advert for M&S back to red.

LT 661 to advert for Adidas ZX.

LT 750 from advert for Zapp back to red.

LT 756 to advert for Wizz Air.

LT 760 from advert for Charlotte Tilbury back to red.

LT 764 from advert for Rare Beauty to one for Reed.

LT 809 to advert for Wizz Air.

VWH 2010 to advert for Calilujah.

VWH 2112 – Re.TLB693 to Jubilee livery, yes it is but it didn't get done till mid-May!

VWH 2366 from advert for Ami back to red.

Disposals:

TE 1083, TE 1426, VW 1200, VW1838, OME 2660 and OME 2670 - destroyed by fire on 22nd May.
(VW 1838 was the drivers 'rest bus' that usually parked up each day at Barnet General Hospital.)

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

RATP-DEV TRANSIT LONDON including
LONDON UNITED - AV, FW, RP, S, TV, V and WK (ex HH) garages and
LONDON SOVEREIGN – BT, CP and SO garages. (c suffix= commercial) and
LONDON TRANSIT – X garage.

Recent repaints noted include LT 69, 70, 71, 73, 74, 76, 77, 85, 86;

The first example of the seven HM The Queen's Platinum Jubilee liveried buses to enter service was BCE 47070 on route 281 on 13th May. On Saturday 14th May BCE 47086 became the first of its type to be used on route 49 and others soon followed.

All OME buses at Westbourne Park Garage were taken out of service for inspection at midnight of 22nd May, following the fire at Metroline's Potters Bar Garage earlier that day involving similar vehicles. From Monday 23rd, routes 23 and C3 were suspended although on Tuesday 24th a few VHs released from route 49 at S were moved to X for a limited service on route C3, complete with bits of paper in the windscreen in the absence of blinds. A very much limited service re-started on the 23 but only with about six buses between Westbourne Park and Paddington. OMEs did start to drift back into service with the Night route N23 from 22:00 on 26th May, followed by a full service on route C3 on the 27th and on route 23 from the 28th.

Harrow routes H18/H19 have continued to see the odd BME since an initial visit of BME 22017 on 27th April. Quite rare but VMH 2532 was on the 237 on 31st May = but only for one rounder.

Transfers

In SUP-39C: (September 2021): BCE 47040 u/S (still at S April/22 but no onward move yet).

In SUP-39C: (May): LT 74, 76 V/S. LT 86, 125 S/V. LT 141 AV/V.

DE 20048/049 AV/X. DE 20177 S/BT.

SP 40052/054/055 WK/AV. SP 40062/065/066/074/107/112 FW/ Xw. SP 40081/089 AV/NCw.

SP 40115/124 NCw/Xw. SP 40129 Xw/NCw. SP 40167 WK/AV.

Later transfers; (May): ADE 40305/307 WK/X. ADE 40310 TV/X.

VH 45128 S/TV. VH 45136/138 S/X. VH 45147 BT/WK. VH 45162 S/X.

VH 45163 S/X/TV VH 45164 FW/TV. VH 45165 S/X/FW. VH 45318 S/X. VH 45319 S/X/FW.

(June): SP 40062/066/115/124 Xw/NCw. SP 40070 AV/NCw. VH 45138 X/BT.

Livery changes:

LT 664 from advert for Zapp to one for Oppo Find X5.

LT 669 to advert for Charlotte Tilbury then back to red..

LT 677 to advert for Reed.

BCE 47003 from advert for Ami back to red.

BCE 47006 to advert for Evian.

Disposals:

SP 40064/067/071/075 to Bath Bus Company, Bath & Bristol (May).

SP 40106/113 via Chartwell to Stephenson's, Rochford, Essex (May).

SP 40114/120/122/128/130/131/133 to Cardiff City Transport (May).

SP 40065/074/107/117/127 va Chartwell to Stephenson's, Rochford, Essex (June).

Two footnotes here: All these SPs that are going to Stephenson's are not necessarily for them itself, but some are for their dealership. Previous sales of SPs also went via Chartwell Bus Sales – see the 'Where are they now?' column in this TLB.

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

Green Line liveried E40Ds, Solos 135 and 138 and Volvo B8RLE 457 have been withdrawn from this local fleet. E40D 796 has acquired the red and brown livery for route 194 (joining 797).

RED EAGLE BUSES, Dinton near Aylesbury

E200 NXZ 9337 (see TLB693) has been repainted from white to fleet livery.

Acquired (by April) from Faresaver, Wiltshire (then registered FA54 VER), and originally First London DML 44107 and then Metroline DE 1673:

YX09 AFJ AD E200Dart – AD Enviro200 10.2m B29D – 2009.

REDLINE BUSES, Aylesbury

E400 LK55 KKL appears to have transferred from Redline to Red Rose.

Dar KF52 NBN to new red&white livery.

At TLB679, A resume of vehicles thus far into the new red and white fleet livery:

T25, W25 RRT, KN04 XCT, KH55 KMH, AE07 DZB, DZC, MX57 UPE, YX08 MDY, MX58 KYR/S/T, MX09 HHL/HHN, YX09 FMC/FMD, YX10 BFZ/FEF/FFJ, MX60 GXJ/GXK, MX61 BAO/BAU, YX12 DKA, MX13 BCF/BCK. YX65 RGV

RED ROSE TRAVEL, Dinton near Aylesbury

E400 LK55 KKL appears to have transferred from Redline to Red Rose.

STAGECOACH LONDON (part of Stagecoach Holdings) incorporating:

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

On Friday morning 27th May Stagecoach Bus Holdings acquired the Kelsian Group (Tower Transit) operation at Lea Interchange – including the vehicle fleet. Most of that is non-standard to Stagecoach – leaving aside the many Enviro200s, there are Volvo B5LH/ MCV, Volvo B9TL/Wright Gemini, Wrightbus StreetDeck and StrertLite.

Recent refurb/ repaints reported include LT 242, 10189, 10192, 10305, 10346, 12349, 19721, 19723, 19767, 36284, 36625.

E400EV 14141, accident from 17 August 2021 when on training duty in Sidcup, was repaired and first in service on 13th May 2022. However on 18th May 14138 on route 174 crashed into a wall in Romford.

Transfers:

Note: Company uses garage code CS for the City Sightseeing operation; the open-top buses are variously at BW or WH. Suffix code o stands for open-top.

In SUP-39C: (May): 11033 WH/PD. 14138 RM/RMu. 14141 TLu/RM. 19746 TB/PD.

Later transfers: (May): 15029, 15031, 15116 u/CSO. 19799 TB/PD.

19855/857 WH/TB. 19856 WH/WHu. 36363 TB/RMt.

(June):

Livery changes:

LT 239 from advert for GoPuff to one for Adidas ZX.

LT 240 from advert for Sonic 2 back to red.

LT 241 from advert for Hilfiger back to red.

LT 359 from advert for Michael Kors back to red.

LT 369 from advert for DKNY back to red.

LT 379 from advert for Zapp back to red.

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

STAGECOACH LONDON, Continued:

LT 390 from advert for Hilfiger back to red.
11031, 11053 and 14170 to Elizabeth line livery.
12150 to advert for Calilujah.
12333 to advert for Bigo.
12334 to HM The Queen's Platinum Jubilee livery.
14129 to advert for Evian.

Detail change:

15029, 15031, 15116 to part open-top and to City Sightseeing London livery. The seat total and the centre exit door are retained, thus changing from H41/22D to PO41/22D.
More conversions are due, including 15114/5/7.

Additionally, 15032/33/73 are at East Kent and 15034 is at WH. These are technically now in the London fleet but are for disposal.

STAGECOACH SOUTH, Guildford

Further to notes in TLB693, by 12th May buses were occupying the garage building and the offices were in use.

SULLIVAN BUSES, South Mimms

Correction to SUP-39C: DE 30, 31 left the fleet.

E 35, 36, 37 and E 58, 59 were all repainted to Country Bus green for route 84 while red E200s AE 17, 21, 22, 24, 25 and 26 and E 50 have each had a red repaint.

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

No 100, the green Unvi bus, has been repainted to normal tootbus red based livery.

TOWER TRANSIT - LI Garage

A new order is for 12 x Optare (Switch) MetroCity MC940EV (i.e. 9.4m electric) for route 339. This route is restricted for length and is currently worked by DM-class 9.3m E200s. It was retained on tender (TLB692 p9) with a start date of 29th October although the new buses are not expected until around February 2023.

At 07:00 on 27th May it was announced that Stagecoach has acquired for £20 million the Tower Transit bus operation from Lea Interchange Garage. Effects on vehicles to come!

Disposals:

E200Dart YX10 BDV was in TLB678 as acquired for spares. I presume it has since gone.

VALE TRAVEL, Aylesbury

Disposal: Dart Y358 HMY (already withdrawn) left the fleet (by December 2021).

WESTBUS (within the ComfortDelgro group of Singapore)

Change of registrations: Van Hool coaches 158/159 from YJ14 BXF/BXG to WIB 150, WIB 228.

Disposal: M-B Turismo 144 (BF61 HBE) to Matthews Travel, Chadderton, Gtr Manchester (April).

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:

RML 2404 has been used since January 2018 on Brigit's Afternoon Tea Tours, however in February was converted by South East Coachworks with platform doors, emergency exit in the rear and a toilet fitted at the front of the lower saloon for use as an additional bus on the Peppa Pig Tour (with ERM84). Its name has been changed from Natalie to George, and it was first noted in service in early April.

Olympians:

NV 90 (R390 LGH) (ex GAL) was sold from Imperial Coaches (June 2021).

VA 19 (R919 WOE) (ex LU) was sold from Herberts Coaches (January) for scrap.

VA 51 (R151 VPU) (ex SLN) from Drew Wilson (dlr) to North East Bus, Blaydon, Tyne & Wear (March 2020).

Miscellaneous low-floor double deck types:

DLA 172 (W372 VGJ) (ex ALN) further to TLB693, this DLA has been confirmed with North East Bus, Blaydon, Tyne & Wear.

DW 1 (LJ03 MWM, ex 801 DYE) (ex ALN) from North East Coachways to Lichfield City, Drakelow, Derbyshire. (October) and was subsequently re-registered to HRF 1K in February before regaining its original registration in March and being sold again in May.

VLA 64 (LJ04 YWT) (ex ALN) from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (April 2021).

VLA 65 (LJ04 YWU) (ex ALN) did not pass for scrap and instead passed from Ensign Bus to Bourn Primary School, Bourn, Cambs. (May 2021) as the "Bourn Book bus".

VLA 106 (LJ05 BLF) (ex ALN) from First South West to Ensign Bus (April) and then to Barway Services, Ely, Cambs. (May).

VLV 606 (LX05 HSC) (ex ALN) from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (May).

DN 33547, 33550, 33554, 33556, 33560, 33564, 33565, 33566 (SN58 CFO, CFV, CGE, CGG, CGV, CHC, CHD, CHF) (ex FLN) have returned to the west country and passed from First Potteries to First South West (May) after they were found unsuitable for the low bridge at Stoke Station.

TN 32810 (T810 LLC) (ex FLN) from Bristol Bus & Coach Sales to Bristol Bus, Santee, California, USA (by December 2018).

TN 33233 (LT52 WXK, ex HIG 1528), 33235 (LT52 WWY) (ex FLN) were sold from First West of England (May).

TN 33380 (LK53 EYZ, ex OIG 1790), 33382 (LK53 EZB, ex OIG 1792) (ex FLN) were sold from First Somerset & Avon (May).

VN 36139 (MP11 GEM, ex BJ11 DVU) (ex FLN) was re-registered to its original registration and passed to The Busman, Congleton, Cheshire (all in April).

VN 37774, 37794 (LK59 CWO, CXM) (ex FLN) from Ensign Bus to Mario Coach Travel, Barrowford, Lancs. (April).

VN 37777 (LK59 CWT) (ex FLN) was re-registered to N9 WWT by Wattsway Travel in May.

- DN 37791, 37792 (LK59 CXH, CXJ) (ex FLN) from Ensign Bus to First South West (May). As with the previous vehicles from the same batch over the last two months, they have been converted to part open top and repainted to Coaster two-tone blue livery. Of note is that these open top conversions have bulkheads at the end of the roofed section in a similar style to Lothian open top vehicles.
- VN 37895, 37896, 37897, 37899 (BF60 UUE, UUI, UUG, UUH) (ex FLN) from Lothian Buses to Xplore Dublin (March) as numbers 2851, 2854, 2852 and 2853 respectively. VN 37895 joins VN 37894 (see TLB692) and they have been re-registered to OTS 271 and CTS 917 respectively. They entered service on the Discover Dundee tour which operates from the 30th April to the 11th September. It is not known where the other three will be used, but as Xplore Dublin are part of McGills Buses they could be used anywhere within this group of companies.
- MHV 37 (BG66 VHG), 42 (BG66 VHA), 47 (BG66 MJX), 48 (BG66 MJY), 43 (BG66 MJU), 45 (BV66 VHC) (ex GAL) are further examples that have arrived with Go Ahead North West and after repaint they have been numbered 3067, 3064, 3058 and 3059 respectively. These all arrived in May, and this leaves just MHV 49 to follow.
- PVL 40 (W840 WGH) (ex GAL) from Drew Wilson (dlr) to G & H Film & Television Services, Holywood, co. Down, Northern Ireland (by May).
- PVL 50 (W499 WGH, ex 95 EYM) (ex GAL) has been donated from Oxford Bus to a charity (by April).
- PVL 116 (W516 WGH) (ex GAL) was sold from Go East Anglia (February) for scrap.
- PVL 232 (X23 SEA, ex Y732 TGH) (ex GAL) from Seaford & District to Peterborough Coach Hire, Yaxley, Cambs. (by January) for spares. It has also been reported with associate company Bus & Coach Repairs at Yaxley for spares and is not for service.
- PVL 408 (LX54 GYY) (ex GAL) from Go South West to Ensign Bus (May) and then to DM Motor Services, Tockwith, North Yorkshire (May).
- VP 15 (X167 FBB) (ex GAL) from DET London to Lloyd (dlr), Hixon, Staffs. (by November 2020).
- VWL 27 (LF52 THV, ex L30 SBL) (ex GAL) was re-registered to 1434 HP by Greenslades Coaches in February.
- VWL 28 (LF52 THV, ex L60 SBL) (ex GAL) from Gwynfor Coaches to Greenslades Coaches, Exeter, Devon (January) and was then re-registered to 5981 HP in February.
- WSD 1 (SN64 CTV) (ex GAL) from Ensign Bus to Vision Bus, Bolton, Lancs. (May).
- WVL 37, 61 (LF52 ZRV, ZPY) (ex GAL) were sold by Vision Bus (by April).
- WVL 204 (LX05 EZA) (ex GAL) from unknown owner to BBPG (June).
- WVL 370 (LX60 DXA) (ex GAL) from Lothian Buses to Xplore Dublin (March) as number 2855; see also VN 37895, 37896, 37897, 37899 (ex FLN) above. As Xplore Dublin are part of McGills Buses it could be used anywhere within this group of companies.
- 432, 434, 447 (YV03 PZX, PZZ, RBF) (ex GAL) from Rotala to Ensign Bus (May). These had latterly operated with Preston Bus.
- SP 56, 57, 58, 60 (YT09 ZCA, ZCE, ZCF, ZCK), 94, 95, 98, 106 (YT59 SFY, SFZ, SGV, DXZ), 113 (YR59 FYU) (ex LU) correcting TLB693 page 31, these SPs passed from RATP-Dev Transit London to Chartwell Bus Sales, Horsham, West Sussex and then to Stephenson's of Essex, Rochford, Essex (all in April).
- SP 65 (YT09 BJV), 74, 107 (YT59 RXY, DYX), 117, 119 (YR59 FYY, FZA), 127 (YT59 PBO) (ex LU) from Chartwell Bus Sales, Horsham, West Sussex to Stephenson's of Essex, Rochford (May).
- SP 68, 78, 86, 91 (YT59 RXR, RYC, RYN, SFU) (ex LU) from Ensign Bus to Bullocks Coaches, Greater Manchester (May).
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---- *Where are they now?* -----

- SP 72, 73 (YT59 RXW, RXX) (ex LU) correcting TLB693 page 31, these SPs passed from RATP-Dev Transit London to Chartwell Bus Sales, Horsham, West Sussex and then to Weardale Motor Services, Stanhope, Co. Durham (all in March).
- SP 76, 90, 102, 104, 105, 108 (YT59 RYA, SFO, SHJ, SFF, DXY, DYY), 109, 110, 125 (YR59 FYO, FYP, FZG), 126, 132 (YT59 PBF, PCF) (ex LU) correcting TLB693 page 31, these SPs passed from RATP-Dev Transit London to Chartwell Bus Sales, Horsham, West Sussex and then to Stephenson's of Essex, Rochford, Essex (all in March).
- SP 77 (YT59 RYB) (ex LU) from Ensign Bus to Young Urban Arts Foundation, London E3 (May).
- SP 83, 84, 85 (YT59 RYJ, RYK, RYM) (ex LU) correcting TLB693 page 31, these SPs passed from RATP-Dev Transit London to Chartwell Bus Sales, Horsham, West Sussex and then to Stephenson's of Essex, Rochford, Essex (all in February).
- TA 251 (LG02 FBZ) (ex LU) from Drew Wilson (dlr) to Campbell (dlr), Alexandria, Dunbartonshire (by April). There is also an unconfirmed report that this TA was sold via an unknown owner in June 2021.
- TLA 2 (GM52 BUS, ex SN53 EUH) (ex LU) re-gained its original registration in April 2021 and passed from Gloucester Minibus to Silver Fox Café, Newham-on-Severn, Glos. (February) for use as an ice cream parlour.
- TP 391 (LR52 KXK) (ex ML) was previously reported as sold to a dealer in September 2020 and has now been confirmed to Swayne Coaches, Swinefleet, East Yorkshire (December).
- VPL 169 (Y169 NLK) (ex ML) was sold from Langston & Tasker (October).
- VPL 234 (Y234 NLK) (ex ML) from Langston & Tasker to Andrews of Leicester, Groby, Leics. (January).
- VW 1753, 1770, 1771, 1773 (LK59 CWO, CXH, CXJ, CXM) (ex ML) – see the corresponding entries for VN 37774, 37791, 37792, 37794 (ex FLN) above.
- TA 17065 (T665 KPU, ex 80 XAP) (ex SLN) further to TLB691, is confirmed to Poynters, Northampton, Northants. (November) and was re-registered to N25 POY in January.
- TA 17127 (V127 MEV) (ex SLN) from Fusion Morris Troupe to PVS, Barnsley (December 2021).
- TA 17217 (V217 MEV) (ex SLN) from Stagecoach Cumbria to Wigley, Barnsley (May).
- TAS 17233 (X233 NNO) (ex SLN) was one of three Tridents used by Manchester football club for the Premier League celebrations in Manchester in May. It is believed that these are still owned by the Bus Business.
- TA 17304 (X304 NNO) (ex SLN) from Brylaine Coaches to Ripley, Barnsley (by February).
- TA 17306 (X383 NNO) (ex SLN) updating TLB687, this TA passed to A Line via North East Bus, Blaydon, Tyne & Wear initially on loan from April 2020 before being acquired in October 2020.

Low-floor single deck types:

- ENL 39 (LR09 KRF) (ex ALN) further to TLB693, this ENL is confirmed as registered WEZ 9165.
- ENL 95 (GN58 LVB) (ex ALN) from Ensign Bus to Stanton's of Stoke-on-Trent, Staffs. (January).
- DML 41433 (LN51 DWW) (ex FLN) was sold from Manchester College (December 2020) after use as an engineering trainer.
- DML 44022 (YX58 DUA) (ex FLN) from Gloucester Minibus to Nick Maddy Coaches, Abbeydore, Herefordshire (December).
- DML 44076, 44077, 44078, 44079, 44080 (YX58 HVF, HVG, HVH, HVJ, HVK) (ex FLN) from First Essex to First South West (March 2017). 44076 and 44078 are in Sunseeker yellow livery for use between Perranporth and Newquay, and between Gwithian and St. Ives, whereas 44077 and 44089 are in Buses of Somerset green livery.
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----- *Where are they now?* -----

OOS 53701 - 53706 (LK05 DYO, DXP, DXR, DXS, DXT, DXU) (ex FLN) answering a query from the entry in TLB693, after refurbishment by Optare at Blackburn, these passed to First Eastern Counties (not to First Essex) in November 2010 for operation at Kings Lynn. This operation passed to Norfolk Green in June 2011 and 53701 passed to First Essex before passing to First South West (March 2015) where it remains as part of the First Kernow fleet in two-tone green livery. The rest of the batch passed to First Midlands West in June 2011 before passing to First Scotland East (53702, 53706 February 2012, 53703, 53705 May 2012 and 53704 date unknown). 53703 passed to First South Yorkshire (December 2016) and then to First Manchester (circa August 2017) before being sold in April 2019. 53704 passed to First South West (August 2016) and was repainted to Mousehole pink + light grey livery in April 2017; at an unknown date it was re-registered to HIG 8433. 53701 and 53704 are the only survivors of the batch and at the time of writing remain in use in Cornwall.

DWL 30 (FJ54 ZTY) (ex GAL) was sold from McGills Buses (December 2021).

DWL 33 (FJ54 ZUC) (ex GAL) from McGills Buses to Campbell (dlr), Alexandria, Dunbartonshire (March 2019) for scrap.

SE 19 (SK07 DZN) (ex GAL) from Ensign Bus to Guru Travel, Birmingham, West Midlands (May).

SOE 24 (LX09 AZJ) (ex GAL) from Ensign Bus to Trainforgroup, Canterbury, Kent (May) where it joins SOE 4 and 23 (see TLB691 and 693). Further to TLB693, SOE 4 has been re-registered to P55 PSV, also in March.

DE 20006 (YX58 DVH) (ex LU) from Ensign Bus to Keepings Coaches, Mountain Ash, Mid Glamorgan (February 2021).

DE 20080 (SK07 DYJ) (ex LU) is confirmed with Stena Line (possibly by January 2020) and is used on the ferry crossing between Dublin and Holyhead with several other DEs.

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

Nothing reported

Additional information and updates

EU71 HJD, the electric Ford Transit listed last month, has been seen working for the Emergency Response Unit (carrying magnetic signs on its demonstrator livery). It is likely to be based at ACN. Apart from EU71 HJD, it would appear that no new vehicles have joined the central fleet in over a year. It is presumed that existing vehicle leases are being extended in an effort to save money.

Elizabeth Line Incident Response Unit LX68 MHU has moved from the Romford Rail Operations Centre (our code RDR) to a new base at Durward Street, behind Whitechapel Station (our code WCE). Although we have always listed this as 8632R it actually carries 8633R. Similar LX68 MJO may therefore be 8632R rather than 8633R; reports would be welcomed. TfL Yaris car 8838T has been resident at Uxbridge Bus Station (UXB) recently. Don't hang around though as this batch seems to be quite nomadic, popping up at various locations then disappearing again. TfL PCO 8599VW is also now at UXB, ex ACN.

8195VW and 8583T are withdrawn, the latter after accident damage.

--- Service vehicles -----

Bus Company Fleets; Newly reported vehicles

-	RIG 4837	Hyundai I30 Car	Abellio	Silver #	BC
-	KW65 ZVP	Seat Leon Car	Abellio	Silver #	BC
S5	HV66 YYB	Vauxhall Astra Estate Car	Arriva London	Grey #	N
F1	PN69 OHE	Nissan Qashqai Car	Arriva London	Red #	DT
F4	DN20 GXR	Vauxhall Crossland Car	Arriva London	Grey #	DT
-	DY70 ZCE	Vauxhall Combo Van	Arriva London	White #	DT
-	WR70 VKT	Ford Puma Car	Arriva London	White #	DT
F5	WO21 MJJ	Fiat 500X City Cross Car	Arriva London	Blue #	DT
-	WU21 YXK	Peugeot 208 Car	Arriva London	White #	DT
-	RV62 ZVY	Vauxhall Corsa Van	Falcon Buses	W/R/B	BF
-	PK13 USZ	Citroen Nemo Van	Falcon Buses	W/R/B	BF
-	MK14 NRY	Vauxhall Corsa Van	Falcon Buses	W/R/B	BF
-	YL15 THF	Ford Fiesta Van	Falcon Buses	W/R/B	BF
-	BF16 MHV	Ford Fiesta Van	Falcon Buses	W/R/B	BF
-	KO16 SXX	Ford Fiesta Van	Falcon Buses	W/R/B	BF
-	MT19 CYV	Ford Tourneo Custom Minibus	Metroline	White #	AH
96	FL54 HVF	Vauxhall Corsa Car	White Bus	White	n/a
99	YG10 PBZ	Citroen Nemo Van	White Bus	White	n/a

Additional information

Abellio GL59 VVJ has moved from GW to BC and is now unmarked (Blue #).

The Vauxhall Corsa cars at Arriva London's Norwood garage have been found to have small fleetnumbers in their windscreens, apparently from new. Reported are S1 (WM66 AEA), S2 (WM66 AAO), S4 (WM66 AEX), S5 (see above), S6 (WM66 AFE), S7 (WM66 ADZ), S8-S11 (WP66 SXZ/SYH/SXU/SYH). Missing WM66 AFA is no doubt S3. Curiously the cars have labels in their rear windows proclaiming them to be Thornton Heath Garage Ferry Vehicles, even though they are nearly always to be found parked at Norwood.

Over at Dartford Garage, it is still hard to tell the 'short-term' hires/loans from the longer-term vehicles. A recent development is that various vehicles show numbers on a card in their windscreen. As well as the three listed above, reports are of F2 (WV69 FZS), F3 (WU69 LHN), F4 (DN69 AOA, duplicating DN20 GXR but seen the same day!), S32 (DA69 TFE) and S33 (DG69 BDV). Van WM16 CNZ carries a card showing AD so has presumably transferred from WN.

The Falcon Buses vehicles listed above are not all recent – I had forgotten that I started including this company last year! Unlike many bus companies, their service vehicles are all treated to a full application of the company's white/red/blue livery, and very smart they look. RV62 ZVY was withdrawn a year or so ago.

A couple of Go-Ahead London's Mercedes Vito minibuses at RR/SI/DS are reported to have gained 'proper' FVxx fleetnumbers on the rear, though these are in addition to the 'local' fleetnumbers carried in side window signs.

Although this column tends to focus on operators in the Greater London area, LOTS does cover a broader area. White Bus is one of the 'country' operators that I will include as and when reports come in. The two vehicles listed above were noted at their Horsell base near Woking.

Rail Replacements : info via Managing Editor to davestewart297@gmail.com

Please bear in mind that these are ‘filler material’ for TLB and do not necessarily cover every item of rail work. Most remain unknown, unreported or of no special interest. I can only record, and do so briefly, those that are observed and reported.

South Western Railway: 26March Hounslow & Weybridge / Ascot / Windsor & Eton Riverside by Cardinal Buses (TA & TE), Jeakins (dd coach), Lanes Coaches (coach) Red Routemaster (PVL), Westbus (E400MMC) & Zinc Incorporation, Tolworth (VLAs). 27March Hounslow & Woking / Ascot / Windsor & Eton Riverside by Bear Buses (VN & VP), Cardinal Buses (TA & TE), Falcon (E200MMCs), Jeakins (dd coach), NPC (E400MMC) & Zinc Incorporation, Tolworth (VLAs).

01-04April Barnes & Feltham by Red Routemaster.

09/10April Hounslow & Windsor & Eton Riverside & Hounslow & Ascot by Bear Buses (Ex Tower Transit TN39197&WVL367), Candy Coaches (WVL320), Air Sym (ex Tower Transit DNH), Red Routemaster (PVL294), Cardinal Buses (ex S/C 17535, Ex L.United TA324.) THZ(ex London United TA 40249, VLA 94, Horseferry, Mayfairs, Westbus (ex Metroline SEL742&E400). Hounslow & Weybridge by Falcon Buses, Air Sym, BM Coaches, DP Coaches, Red Routemaster (RML2504).

15to18April Staines & Weybridge by Falcon Buses, Bear Buses, Safeguard, BM Coaches. Red Routemaster; Staines & Reading by Coach Miles, Westbus, Jeakins, Cardinal Buses, D&P Coaches, Bear Buses. Also Clapham Junction & Wimbledon by Horseferry Coaches. Athena Buses, Candy Coaches.

23/24April Wimbledon (23rd) & Clapham Junction (24th) April to Effingham Junction by Lewis Coaches, to Hampton Court by CT Plus, to Weybridge/ Woking by Falcon Buses, BM Coaches, Red Routemaster, Bear Buses, Horseferry Coaches, Air-Sym, White Lion Coaches, TK Travel, Jeakins, ALM Travel, THZ.

01May Barnes & Feltham / Twickenham by Westbus (E400MMC). 02May Barnes & Feltham; noted was an un-identified red President.

03May Barnes & Feltham / Twickenham by AirSym (E400MMC); Plan Ahead Travel, Harrow (Coach) & Zinc Incorporation, Tolworth (TAS).

04May Barnes & Feltham / Twickenham by Cardinal Buses (TEs); London Bus Group (WN); Mayfairs (VN) & Zinc Incorporation, Tolworth (TAS).

07/08May and 14/15May Clapham Junction & Twickenham/ Kew Bridge by double decks from Bear Buses, Candy Coaches, CT Plus, Horseferry Coaches. Mayfair Coaches, THZ. NP Coaches, Luxe Coaches, Westbus, Red Routemaster, Cardinal Buses, Air-Sym; also singledecks from Replacement Bus Hire, United Minibuses & Coaches, Commonwealth Coaches.

07/08May Guildford & Haselmere by Stagecoach South E200s, E400s, also Swans Travel.

28May Epsom & Effingham Junction, also 29May Worcester Park & Effingham Junction by Bear Buses. Westbus. Cardinal Buses.

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Bexleyheath Garage – Pantograph installed but power supply is still “Coming Soon”.

----THE END ----

This TLB closed on 10-12 June and due for posting on 21 June. Closing date for TLB695 is Weds 06 July and due for posting on Tues 19 July. 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 03Aug, 07Sept, 05Oct, 02Nov, 30Nov. 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.



An almost unique event from 14th May was the re-routing of route 180 to new terminals at both ends of the route. Stagecoach 11037 is in the Millennium Village at Southern Way just after leaving North Greenwich heading to its other new destination at Erith. *(Richard Godfrey)*

The Elizabeth line opened on 24th May and a handful of buses gained this promotional livery. Arriva HV 39 on route 301 is at the southern end of Harrow Manor Way, Abbey Wood, having just connected with the eastern terminus of the line. *(Terry Wong Min)*



Rear cover: As occurred with our front cover picture, Abellio's choice of a bus to celebrate the Jubilee was one bearing a significant number – 2022. This E400MMC 'smart hybrid' is normally to be found on route 270 and is in Garratt Lane, Summerstown. *(Terry Wong Min)*



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