

The London Bus

Number 719 July 2024



London Omnibus Traction Society
1964-2024 : 60 years of serving
London bus enthusiasts

The present route 60 started on 4th September 1982, running between Streatham Hill, Telford Avenue and South Croydon Garage, from where the service was run with Routemasters. RM121 pauses in London Road, Thornton Heath on 16th April 1983.
(Mike Harris)



Route 60 had a night service (N60) introduced on 27th October 1984, which lasted until 5th February 1987. It was in effect livened up staff bus journeys between Clapham Common and West Croydon. M1078 from Clapham Garage is seen here in South Lodge Avenue, Pollards Hill on a sunny 7th July 1985 summer morning.
(Mike Harris)



Capital Logistics were awarded the tender for route 60 from 24th April 1999, except it didn't have any buses or drivers to run it! Selkent and Blue Triangle managed the route for a year, bringing in a whole host of operators. Classic Coaches of High Wycombe Leyland National PUK 641R is seen in Brighton Road, Purley Oaks on 22nd March 2000.
(David Bowker)



Front cover: Today's route 60 runs between Streatham Station and Old Coulsdon, operated by Arriva London from South Croydon Garage with Wrightbus DAF Geminis. '60' plate DW320 in Meadway, Coulsdon, heads for its northern terminus on 10th June 2024. *(Richard Godfrey)*



THE LONDON BUS
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London Omnibus Traction Society
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Managing Editor: Thomas Young, e-mail lotstlbeditor@gmail.com, or by post to the Lombard address.

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This issue was finalised on 3rd-7th July and is due for posting on Tues 16th July.

Closing date for TLB720 is Weds 7th August and due for posting on Tues 20th August.

Booked later closing dates are Wednesdays 4th September, 2nd October and 6th November 2024.

Editorial - LOTS at 60

The revised cover design on this month's TLB is not new. It is in fact an approximation of how TLB looked back in the early 1970s, and it has been used because this issue marks 60 years since LOTS was originally formed in July 1964. Why not use a cover design from the 1960s then? Well, they didn't have photos for one thing, plus I enjoyed the opportunity to get my crayons out to recreate the little DMS graphic in the title bar! TLBs from the 1960s and 1970s also lacked back covers, so this month's shows a selection of views from each decade that LOTS has covered. The anniversary is also the reason for the route 60 themed photos this month. Since I have only been the Editor of TLB for a few months I thought I should let some better-known names comment on the occasion.

Colin Stannard (Member no.6 and first LOTS Treasurer)

I went to school with Bill Cottrell and we were both invited to visit one David Bosher at his home in Northolt. Believing his 'West London Omnibus Society' to be an established organisation, we were shocked to find David to be a somewhat eccentric person of about our age who had what seemed to be a wild idea of forming a local London bus enthusiast club. Bill and I thought it might be a wheeze to see what happened, and after a wider local public meeting and production of a newsletter on our school Banda duplicator, the WLOS held another meeting in a room in Lothbury, in the City of London. It was then that WLOS became the wider 'London Omnibus Traction Society' and where we met John Bell, owner of STL1871. Bill and I had left school in July 1964 and produced the next newsletter using our new LOTS Gestetner wax-stencil duplicator, decorating Bill's mother's kitchen with printing ink much to her understandable displeasure in the process! LOTS expanded amazingly quickly, while many of the personalities brought together through LOTS created a separate organisation known as the London Bus Preservation Group. The rest is well known!

Peter Hendy (Member no.36, LOTS Committee member, now Lord Hendy of Richmond Hill)

I was member no 36 in the Autumn of 1964; at the age of 11, when LOTS met in the church hall of St Margaret's, Lothbury. I didn't get newsletter no.1 but I did get no.2; and, no, I don't think I still have it, sadly! We went on trips, firstly on the sadly missed STL1871, and then on RT1431. LOTS gave form to my enthusiasm for London's Buses, and I've been reading The London Bus ever since - with all the latest news, and always accurately! I joined London Transport as a Graduate Trainee in 1975; I think by then LOTS and TLB had become influential enough that enthusiasm wasn't the career limiting activity within LT that it had once been. Anyway, I suppose it couldn't have been, as I went on to become the MD of CentreWest (when Norman Kemp was MD of London Northern), and then came back to the then new Transport for London as Director of Bus and River Services in 2001 and then MD Surface Transport. I ran TfL as Commissioner from 2006 to 2015, and I was delighted when Leon Daniels, my fellow member and friend for well over 40 years, became MD Surface Transport with me. LOTS, as it enters its 60th year, remains the authoritative source of news on London's Buses; I salute its longevity and all those who work so hard to share its knowledge.

Alan Sales (Member no.85 and LOTS Chairman 1973-1977)

I have been interested in London buses for as long as I can remember, more so for the routes than the vehicles. I have never been a bus-spotter, not even in my schooldays when I accompanied a spotter on his trips around London. I was then unaware that enthusiast societies existed. In 1962 I started work in the office where the late Peter Nichols was working. A chance remark by a colleague led to the realisation that Peter and I had a common interest in London buses. He suggested I join the PSV Circle. I was mainly a member for the newsletters but I attended a few meetings. In 1965 Peter discovered a new society, LOTS, which I joined in June that year. The main attraction at the time was the prospect of trips in STL1871. I preferred LOTS meetings to those of the PSV Circle and, after TLB had developed towards its present quality, regarded membership of the latter superfluous. Even after 59 years of membership I still attend many meetings.

Norman Kemp (various LOTS roles in 1970s including Secretary and Information Officer, now owner of Nu-Venture, Kent)

London was perhaps a friendlier place in the late 1960s - at a young age, I freely roamed London and its environs on Rover tickets (a great way for a schoolboy to learn and understand the geography!) and, using the listings in the Ian Allan British Bus Fleets book, I discovered where all the various bus garages were. Kind engineering staff rarely refused entry at the weekend to those with a keen interest in the subject, and an interesting vehicle or two was always to be found lurking at the back of any garage. Hanwell was a particular favourite garage to visit and, lo and behold, inside was LOTS own Cravens-bodied RT1431 with blinds exhorting enthusiasts to join the Society, so I did!

The content of the monthly news-sheet was a revelation in itself, but there was more besides, such as tours and trips as well as a monthly meeting in the Elizabeth Room at Victoria Coach Station. A bus rally at Greenford in 1968 remains a strong memory. All this activity was organised by volunteers, and LOTS has remained dependent on a hard-working backroom team ever since. I salute all their efforts over the years, and still marvel at the comprehensiveness of the news coverage which comes through my letter-box every month.

Joel Kosminsky (Member no.183 and LOTS Secretary - plus other roles - from 1976)

I joined LOTS in January 1966, as a 'junior' member, having been fascinated by London's trolleybuses, Routemasters, A-stock trains, Holden buildings and these timeless design standards. The 'Newsletter' opened up a world of new information, enhancing my youthful bus-spotting. LOTS had also acquired Craven RT1431 and the Society was full of future promise. Aided and abetted by LOTS, my interest developed into routes then to London's histories.

In 1976 I was invited to be the next LOTS Secretary - "what's involved?" I asked; "not much..."; forty-eight years later... and still enjoying (most of) it. In many ways I learned more from LOTS than in some of my workplaces. While the Society occasionally took over my life, my colleagues here have more than compensated. I ran our annual 'Transport Spectacular' for 26 years; while each event was a lot of work, a good team helped make those days memorable and enjoyable.

I've worked the Sales Stall, produced London Bus Magazine and many other activities I might not have otherwise known - I hope I've given to LOTS at least what it has given me.

Leon Daniels (Member no.730 and LOTS Information Officer and Review sub-editor 1970s)

I have LOTS to thank for giving me a platform to meet really senior people in the bus industry which in turn steered my career, culminating in being Managing Director Surface Transport at TfL. I read my first TLB over 55 years ago and it gave me a much richer source of information than anything I had ever seen. My Red and Green Rovers were transformed as my visits were targeted, not random. My knowledge soared.

But there was a much bigger transformation that TLB can take credit for. In the 1960/70s people inside London Transport that expressed any outside interest in buses had their careers automatically constrained. Those 'inside' stories, including forthcoming route changes and the monthly overhaul, repaint and transfer pages, were secured at some personal risk to those staff members that provided it.

Fast forward to the 1990s and for the first time people with an emotional commitment to, and knowledge of, the London bus service started to achieve key positions in the organisation. It culminated in former LOTS Junior Committee member (now Lord) Peter Hendy becoming Commissioner in 2006. Now those passionate about the London bus service, equipped with great knowledge, drove the organisation to its highest ever post-war success in terms of passenger numbers and performance. I am proud that this was achieved during my stewardship of the London bus network and I readily acknowledge LOTS' helping me deliver it.

There were further contributions and I apologise to anyone whose text did not get used. Plus of course we sadly could not hear from Dave Stewart or Colin Lloyd, who both played a major role in the production of TLB for very many years. However, TLB is about news so let's get on with that....

LOTS Meetings

We now meet at The Gallery at 77 Cowcross Street, Farringdon. It is 3-mins walk from Farringdon Station (Met/H&C/Circle lines, Thameslink plus Elizabeth line). Doors open at 6pm for a 6.30pm start.

Dates in 2024 are Mondays 30th September and 18th November. The September meeting will feature “London Country under deregulation” by Jeff Tucker.

Coming Events (LSS = LOTS Sales Stand due to attend).

Sat/Sun 20th/21st July: RM70, celebrating 70 years since the first Routemaster bus appeared. A free event held on the site of the former Chiswick bus works, with around 80 Routemasters planned to be on display. 10:00-18:00 both days at the eastern car park of Chiswick Business Park, 566 Chiswick High Road, London W4 5AN. (LSS)

Sun 21st July: Alton Bus Rally and Running Day. 10:00-16:00. Up to 100 buses at Alton College (Old Odiham Road) plus network of free rides. Free entry.

Sun 28th July: Running day centred on Windsor and Slough (Amersham & District Motorbus Society).

Sun 25th August: Routemaster 70th anniversary display at North Weald Station.

Mon 26th August: Rally of British buses and vintage bus rides at Brands Hatch, Kent.

Sat 31st August: NLETE Enfield Transport Bazaar at St. Stephens Church Hall, Village Road, Enfield EN1 2EU. 11:00-14:30, up to 30 stalls. £3 entry.

Sun 1st September: Epping and Ongar Railway - Autumn Bus Event.

Sun 1st September: South of England bus festival at Haywards Heath showground, East Sussex

Sat 14th September: Running day on routes 61 and 261 (Lewisham - Bromley - Chislehurst. Free rides on vintage buses 10:00-17:00), plus open day at Stagecoach London Bromley Bus Garage (11:00-16:00, small entrance charge).

Sat 29th September: Showbus at the Buckinghamshire Railway Centre, Quainton Road Station, Bucks.

A reminder that we only list here selected events that are in or around London. For a more complete list of all bus-related events in the UK (including links for further details) visit the Classic Buses event diary at <https://www.classicbuses.co.uk/+Events-diary.html>.

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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.

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A full Sales List was included in TLB717 and is also on our website. Orders from the Sales List or a letter are perfectly acceptable.

LOTS Postal Sales

The newest LOTS items:

- **London Bus Magazine No.208 Summer 2024** (£6.00). Features include the centenary of route 80 at Sutton garage by Malc McDonald, and finding Routemasters in the Canadian Maritimes by Nigel Eadon-Clarke.
- **London Bus and Tram Fleetbook 2024** (£8.50).
- **SUP-39D TfL's Bus Operators - Fleet Allocations and PVRs** (£5.50). Correct to 6th March 2024.
- **London Bus Review 2022** (£17.00)

New and recent titles from other publishers:

- ****NEW** SEC 2024 Fleet Book**. Listing the buses of Stagecoach South, Stagecoach South East, Brighton & Hove /Metrobus and First Hants & Dorset. Southdown Enthusiasts Club. £8.00
- **Routemaster Handbook 2024 edition** by Andrew Morgan. A well-illustrated guide to the many Routemaster buses still extant around the world. 160 pages. Capital Transport. £19.95
- Bus maps from Mike Harris: **Greater London Bus Map No. 41** - 13/04/2024, £2.00. Also **Greater London Night Bus Map 10th edition**- 13/04/2024, £4.00

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

The **General Election** on 4th July resulted in a huge majority for the Labour Party which won 412 seats compared with 121 for the Conservatives. Sir Keir Starmer is the new Prime Minister replacing Rishi Sunak who will resign as Conservative Party leader. Smaller parties gained 72 seats (Lib Dems), 5 seats (Reform) and 4 seats (Greens). In London, out of 75 seats there are now only 10 Conservative MPs compared with 21 before. Jeremy Corbyn retained his Islington North seat as an independent. Prominent Conservatives who lost their seats included Liz Truss, Grant Shapps and Sir Jacob Rees Mogg. As noted last month, transport issues did not feature much in the campaign or in manifestos and with Labour committed to the previous Governments spending limits, there are unlikely to be any significant changes in London. Outside London there is no commitment in the Labour manifesto to keep the £2 fare, but franchising schemes will be encouraged. The Conservative manifesto did retain the £2 fare but included little else to encourage bus use. It mentions a commitment to see 'better use of bus lanes' implying their hours could be reduced to 'only when they are needed'. Current TfL policy is that bus lanes should apply 24/7 to avoid confusion around times of operation.

The **Friday fares experiment** whereby off peak Underground fares applied all day (TLB 718 refers) between 8th March and 31st May made little difference, according to a report in the Evening Standard. The aim had been to encourage more people to travel into Central London on Fridays which has become a quieter day, with more people working from home since the pandemic. Ridership on Fridays increased by just 3% compared with 2023. However, these figures do not include the Elizabeth line, London Overground or National Rail services in the London area, which were also part of the trial.

Funding for ten new nine-car trains for the **Elizabeth line** has been agreed by The Government. They will help to secure jobs at the Alstom factory in Derby and will provide extra capacity to meet increased demand. This order will increase the Elizabeth line fleet to 80 trains.

Corporate and company news

Arriva have confirmed that the **garages at High Wycombe and Aylesbury will be closing** after service on Sat 27th July. Carousel take occupancy of the High Wycombe site from the next day, and will use it to run replacement services for the vast majority of Arriva's withdrawn HW network. The existing Carousel operations stay separate, running from the company's existing operating base. Luke Marion, MD Carousel Buses said in an interview with Wycombe Sound's Mid-Morning show that Carousel have acquired 33 second-hand buses at a cost of £2.5 million.

Ahead of their assumption of the North Kent Fastrack services from Arriva in November, **Go-Ahead London General has acquired a new operating base near Dartford**. It is located in Crossways Business Park very near the southern end of the Thames crossing. The base is licensed for operation of 37 vehicles, increased from the initial application for 27.

Large vehicle orders for electric buses have been placed for services outside London. These follow the Government's ZEBRA 2 awards earlier this year. **Stagecoach** will receive a total of 402 buses, including 244 from ADL. There will be 180 Enviro 400EV double deckers and 54 Enviro 200EV single deckers of varying lengths, plus ten 8.5 metre long Enviro 100EV single decks. Stagecoach has also ordered 158 electric single deckers from Yutong.

First Bus has ordered 169 EV buses from Yutong, through the Pelican Bus & Coach dealership. 127 of these will be U11DD double deckers of which 24 are destined for Basildon with others going to Bristol (Hengrove), Taunton and Weston-Super-Mare.

Reading Buses has announced its largest ever vehicle order, for 53 ADL buses. They will include 24 E400EV electrics for routes 17 & 21. There will also be 21 diesel E400 Citys for local services, Jet Black 1 to Newbury (7), Flightline 702 (3) to Heathrow T5 and London Line 703 (2) to Victoria. Eight single deck E200MMCs will be for Newbury to renew the entire single deck fleet there.

Other General News

Having questioned the likelihood of New Routemaster buses being converted to full electric operation in TLB 718 last month, **Wrightbus** has launched a new facility called 'New Power' to convert mid-life buses to battery electric operation and the company has specifically offered to convert New Routemasters. The new facility is at Bicester in Oxfordshire and Wrightbus says that at full capacity it will be able to process 500 units a year, with each vehicle taking around three weeks to convert. However, the conversion work involves losing up to six seats (mostly upstairs) and reduces the mileage range compared with new battery electric buses, which would appear to reduce the attractiveness of such conversions. At present conversions are being made to Wrightbus Gemini 2 and StreetDecks, but the company intends to expand to include other types.

Equipmake is another company promoting converting diesel buses to electric, including Wrightbus StreetDecks, claiming no reduction in passenger capacity or range. It has recently won orders to convert several open top sightseeing buses, including ten Volvo B5TLs for Golden Tours.

Ten Arrival battery electric buses at various stages of completion have been auctioned by the failed manufacturer but appear to have attracted little interest. In 2022 the company planned to build buses of various lengths using a modular approach and suggested it was in line to supply 44 buses to First York, which never happened.

Cardiff's Central bus station reopened on 30th June, nine years after the previous facility closed to make way for an office development. The new 'Bus Interchange' is a world away from the previous drive-through bus station with a totally enclosed waiting area and 14 bus stands.

Blackpool North Station regained a tram service for the first time since the 1960s when the long delayed extension was opened in June. Trams run from there north to Fleetwood Ferry and south to Starr Gate. Don't expect a frequent turn-up-and-go service; there are just four trams an hour, every 30 minutes to Fleetwood and every 30 minutes to Starr Gate. Another 30 minute service runs direct along the seafront providing a combined 15 minute frequency to most stops. These services are supplemented by heritage trams at busy times including some double decker 'Balloon' cars.

Seven regional independent coach operators from around the country have merged to form a new business called the **Coach Travel Group**. They include Alpine Travel, Barnes Coaches, Coatham Coaches, Johnson's Coaches of Henley in Arden, Swans Travel and The Ready Group which together will employ around 700 people with 450 vehicles.

Brighton & Hove has launched its first cross city express service using recently delivered Enviro 400MMCs. The 1X parallels much of existing high frequency route 1, a particularly busy east-west service. Its main aim is to provide faster journeys for longer distance passengers, calling only at the busiest stops and serving Brighton Marina. A 15 minute daytime frequency is provided on the 1X, half hourly in the evenings until midnight.

The Evening Standard, London's daily evening newspaper, is to become a weekly publication after nearly 200 years. It began in 1827 based in Shoe Lane off Fleet Street and became a free newspaper in 2009. The newspaper had become much thinner in recent years as competition from online publications increased and since fewer people are now commuting into London. In its heyday there were several editions each day, often covering transport issues with dramatic front page headlines such as 'London Fares Shock' or 'Tube Chaos' clearly designed to boost sales to passengers entering Underground and British Rail stations on their way home. Buses rarely received significant coverage, perhaps because they were considered to be local issues, but maybe there was a little snobbery about buses too. However, Andrew Gilligan, who was one of its reporters in the early 2000s, led a high profile campaign to 'Save the Routemaster'.

Louise Cheesman has been appointed to the Go Ahead Board as a non-executive Director. She was TfL Director of Buses until January this year. **Bill Hiron**, Managing Director of Stephenson's of Essex for 23 years, has been awarded an MBE in the King's Birthday Honours. He is a former president of the Confederation of Passenger Transport and currently chairs the ALBUM group representing local authority and independent bus operators.

The free bus from Ware and Hertford to **Stevenage Farmers Market** on the 2nd Saturday of each month is running again. Preserved RT3254 is the usual vehicle.

Diamond Bus's quirky commercial route H21 which operates entirely in Greater London (between Feltham and Heathrow Terminal 4) but is not a TfL service seems to have been more formally recognised of late, as E-plates and timetables have been added to stops en route. There's no change to the service or its status.

GREATER LONDON AREA - Route Developments

Section Editor: Stephen Floyd, 4 Turnpike Gardens, Bedford, MK42 0AJ or by 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 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

In order to try and tidy up the verbiage - which was getting quite complicated (!) - from this month I am trying out a tabulated format which contains all the announced information in one place. Any comments to the Managing Editor, though as this takes up more space, some of the future tendering programme notes may be held over in some months (especially LBM months) to save repetition.

Route	Current	Change	Start date and award length	Tranche
49	London United (S)	Retained by London United using existing electric double-decks PVR 15.	7th Sep 2024, 3 years	#893A
68/ N68	Transport UK (WL)	Retained by Transport UK using existing LT new Routemasters PVR 21.	29th Mar 2025, 5 years	#912
94/=	London United (S)	Retained by London United using existing electric double-decks PVR 17 to 18.	7th Dec 2024, 7 years	#899
148/=	London United (S)	Retained by London United using existing LT new Routemasters PVR 17 to 16.	5th Oct 2024, 3 years	#894A
169	Stagecoach East London (BK)	Retained by Stagecoach East London using new electric double-decks PVR 14.	22nd Mar 2025, 7 years	#911
218	London United (V)	Retained by London United and novated to London Transit using new electric single-decks PVR 9.	7th Dec 2024, 7 years	#899
225	Go-Ahead London Central (MG)	Awarded to Stagecoach Selkent using existing diesel single-decks PVR 6.	15th Mar 2025, 3 years	#909
233	Go-Ahead Metrobus (MB)	Retained by Go-Ahead Metrobus using new electric single-decks PVR 6 to 7	22nd Feb 2025, 7 years	#905
247	Stagecoach East London (NS)	Retained by Stagecoach East London using new electric double-decks PVR 11 to 12.	22nd Mar 2025, 7 years	#911
266/ N266	London United (RP)	Awarded to Metroline Travel using new electric double-decks PVR 23	7th Dec 2024, 7 years	#899
268	Metroline Travel (W)	Retained by Metroline Travel using new electric single-decks PVR 6.	7th Jun 2025, 7 years	#922
282	Metroline West (G)	Retained by Metroline West using existing hybrid double-decks PVR 16 to 17.	8th Mar 2025, 3 years	#908
284	Stagecoach Selkent (KB)	Retained by Stagecoach Selkent using existing diesel single-decks PVR 12 to 13.	15th Mar 2025, 3 years	#909
287	Stagecoach East London (RM)	Retained by Stagecoach East London using new electric double-decks PVR 7 to 8.	22nd Mar 2025, 7 years	#911
398	London Sovereign (SO)	Retained by London Sovereign using existing electric single-decks PVR 4.	7th Sep 2024, 3 years	#893A
422	Stagecoach Selkent (PD)	Retained by Stagecoach Selkent using existing double-decks PVR 17.	18th Jan 2025, 3 years	#905

Route	Current	Change	Start date and award length	Tranche
468	Arriva London South (N)	Retained by Arriva London South using existing hybrid double-decks PVR 25 to 24.	29th Mar 2025, 5 years	#912
655	London United (TV)	Awarded to Transport UK using existing hybrid double-decks PVR 1 to TBA.	7th Dec 2024, 3 years	#901A
C10	Transport UK (WL)	Retained by Transport UK using existing electric single-decks PVR 22 to 23.	22nd Mar 2025, 7 years	#909
H9/ H10	London Sovereign (SO)	Retained by London Sovereign using existing electric single-decks PVR 18.	7th Sep 2024, 3 years	#893A
H98	London United (AV)	Retained by London United using existing LT new Routemasters PVR 14 to 15.	1st Mar 2025, 5 years	#907
P5	Transport UK (WL)	Retained by Transport UK using a mix of new and existing electric single-decks PVR 10 to 9.	3rd May 2025, 7 years	#914

The 2024/25 tendering programme, as amended, is now as follows:

Tranche No. and start dates	Routes out on offer (with current operators)	2-year extensions previously granted
#879B (02/25)	Silvertown cycle bus (New Route)	--
#896A (TBA)	310 (New Route)	--
#899 (11-12/24)	18/N18 (Lon United)	--
#899A (11/24)	414 (London Transit)	--
#900A (11/24)	45 (Transport UK)	--
#901 (02/25)	258 (London United)	--
#902A (01/25)	273 (S'ch Selkent)	--
#903A (02/25)	298, W9 (Sullivan)	--
#903B (01/25)	125 (London Sovereign)	--
#904 (03/25)	657 (GA London General)	29/N29
#905 (01/25)	B16 (GA London Central)	--
#905A (03/25)	R6 (GA Metrobus)	--
#906A (02/25)	118 (GA London General)	--
#907A (02/25)	335 (Arriva LN)	--
#908A (02/25)	55/N55, 56 (S'ch East London)	--
#908B (02-03/25)	308, 488 (S'ch Lea Interchange), 397, W16 (S'ch East London)	--
#908C (03/25)	677 (G-A Blue Triangle)	--
#909A (03/25)	415 (Transport UK)	--
#910 (03/25)	138 (GA Metrobus)	126
#911A (03/25)	U5 (Transport UK)	--
#912 (03/25)	SL6 (ex X68) (GA London Central)	--
#912A (03/25)	617, 629 (Sullivan)	--

The first part of the 2025/26 tendering programme, as amended, is now as shown overleaf.

Tranche No. and start dates	Routes out on offer (with current operators)	2-year extensions previously granted
#913 (04/25)	263/N263 (Metroline Travel)	--
#913A (04/25)	432 (Arriva LS)	--
#914 (4-5/25)	424, 485, G1, (G-A London General)	--
#915 (04/25)	SL5 (Arriva LS), SL7 (G-A Metrobus)	--
#916 (04/25)	31/N31, 95 (Metroline West) 427 (Transport UK)	--
#917 (4-5/25)	171/N171 (GA London Central), 196 (Transport UK)	127
#918 (05/25)	25/N25, 241, 330, 474/= (S'ch East London)	--
#919 (05/25)	37/=, 337 (G-A London General), 270 (Transport UK), 386 (G-A London Central)	--
#920 (05/25)	44/N44, 77, 87/N87, 219 (G-A London General)	--
#921 (5-6/25)	67, 106 (G-A London General), 231, 491 (Metroline Travel), 327 (Sullivan)	--
#921A (06/25)	304 (G-A Blue Triangle)	--
#922 (06/25)	H2, H3/631 (Metroline Travel)	--
#923 (06/25)	30, 46, 274 (Metroline Travel)	--
#924 (6-7/25)	230 (G-A London General), 425, 499 (S'ch East London) ...	498
#925 (06/25)	105/=, K1, K2, K3 (London United), 285/= (Transport UK) .	--
#926 (6-7/25)	326 (London Sovereign), 331 (Metroline West), 460 (Metroline Travel)	--
#927 (7-8/25)	N5 (London Sovereign), N20 (Metroline Travel) N550, N551 (S'ch East London)	--
#928 (08/25)	166 (Arriva LS), 293 (London United), R9 (G-A Metrobus) .	--
#929 (08/25)	73/N73 (Arriva LN), 139/=, 390/= (Metroline Travel)	--
#930 (8-9/25)	60, 312, 405, 412/685, 466 (Arriva LS), 434 (G-A Metrobus)	--
#931 (8-10/25)	224 (London United), H12 (London Sovereign)	--
#932 (09/25)	D6, D8 (S'ch East London)	--
#933 (09/25)	202, 319 (Arriva LS)	--
#934 (09/25)	246, 356 (S'ch Selkent), 352, 354 (GA Metrobus)	--
#935 (9-10/25)	165, 179, 193, 252, 256, 365, 385 (S'ch East London), 347 (Arriva LN)	--
#936 (10/11/25)	144, 318 (Arriva LN), 324 (Metroline Travel), 699 (UNO) ...	--
#937 (10/25)	173, 174, 296, 496 (S'ch East London)	--
#938 (10/25-1/26)	649/650/651 (G-A Blue Triangle), 673, 674 (S'ch East London), 675 (Arriva LN)	--
#939 (10/25)	403, 654 (G-A Metrobus)	--
#940 (11/25)	12/=, 453/= (G-A London Central)	--
#941 (11/25)	H25 (Transport UK)	--
#941A (11/25)	969 (Transport UK)	--

ROUTE AND SERVICE CHANGES

Saturdays 4th, 11th, 18th and 25th May 2024: All as in TLB718.

Saturday 8th June 2024:

- 63 (Transport UK-WL) (King's Cross St Pancras Station & Honor Oak, Forest Hill Tavern)
Temporary daily timetable for Farringdon road works.
- 278 (Transport UK-DH) (Heathrow Airport Central & Ruislip Station) The daily early morning journeys from Ruislip Station are retimed to depart at 03:00 and 03:30, returning from Heathrow Airport at 03:45 and 04:15. For those that look up schedules on the TfL working timetable website, these are designated as "NT" Night services – although not a 24-hour route.

Saturday 8th June 2024 (continued):

- 639 (Roehampton, Danebury Avenue & St. John Bosco College via Southfields SDO) and
670 (Roehampton, Danebury Avenue & St. John Bosco College via West Hill SDO) LBSL (QX) contract awarded to Transport UK with a correction from last month, both routes operate from Battersea (QB) garage, using existing fleet AD40H Enviro400H hybrid double-deck vehicles. Previously operated by *London United* from Tolworth (TV) garage using VH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles.
- 677 (*Go-Ahead Blue Triangle*-RR) (Ilford High Road & Debden Station SDO) Revised Monday PM journey to depart at 15:48, until end of the summer term.

PVR changes from 8th June 2024:

Go-Ahead Blue Triangle: No change to 677 PVRs;

London United: 639/670 withdrawn;

Transport UK: 63 to 27/23/18 #WL251+, 639 to 1/-/- #QB146, 670 to 1/-/- #QB147, no change to 278 PVRs, (*as in TLB718, last month*), the early morning journeys operate onto daily schedules as #DH274/281 M-F, #DH275/280 Sat, #DH272/274 Sun.

Saturday 15th June 2024:

- 393 (*Metroline Travel*-HT) (Chalk Farm & Clapton, Lea Bridge Roundabout) Revised daily schedules for reliability.

PVR changes from 15th June 2024:

Metroline Travel: 393 to 14/14/11 #HT51+.

Thursday 20th June 2024:

- E1 By local arrangement, the stand at Greenford was moved to Greenford (G) garage.

Saturday 22nd June 2024: Widened timetables on routes 57/=, 201, 213/=, 270 restored to normal.

- 120 (*Metroline Travel*-SG) (Hounslow, Bus Station & Northolt Station) Renewal of LBSL (QC) contract using existing VWH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles. Daily early morning frequency increased from x30 to x20 mins and daily late evening frequency increased from x15 to x12 mins.
- 143 (*Metroline Travel*-W) (Archway Station & Brent Cross Shopping Centre) Renewal of LBSL (QC) contract using new Wright GB Kite Electroliner electric single-deck vehicles in due course.
- 260 (*Metroline Travel*-AC) (White City, Bus Station & Golders Green Station) Renewal of LBSL (QC) contract using existing VWH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles.
- 302 (*Metroline Travel*-AC) (Mill Hill Broadway Station & Kensal Rise Station) Renewal of LBSL (QC) contract using existing VWH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles. Daily early morning frequency increased with earlier start times.
- R68 (*Transport UK*-TF) (Hampton Court Station & Kew, Retail Park) Renewal of LBSL (QC) contract using existing AD20D Enviro200 (MMC) diesel single-deck vehicles.
- R70 (*Transport UK*-TF) (Manor Circus, Homebase & Nurserylands) Renewal of LBSL (QC) contract using new Wright GB Kite Electroliner electric single-deck vehicles, some of which have already entered service.

PVR changes from 22nd June 2024: None.

Sunday 23rd June 2024 (until 4th August 2024 or 'late July' when works complete):

- 759 (*Stagecoach Selkent*-TL) (Oval Station & Brixton, Effra Road) NEW TEMPORARY ROUTE operating nightly during road works which closed Brixton Road from approx. 21:00 to 05:00, using Enviro 200 single-decks, running every x15 mins, via Camberwell New Road, Brixton
-

Road, Vassal Road, Langton Road, Lothian Road, Akerman Road (for the first week, then from 1st July) via Mostyn Road, Loughborough Road, Barrington Road, Coldharbour Lane, Effra Road, returning via St. Matthew's Road, Brixton Hill, Coldharbour Lane, Barrington Road, Loughborough Road, Akerman Road, Patmos Road, Fredrick Crescent, Elliot Road to Vassal Road. Passengers are picked up and set down in Harleyford Street, so assumed buses then stand out of service at Vauxhall Bus Station. (*see also diversions, later*).

PVR change from 23rd June 2024:

Stagecoach Selkent: 759: 3 nightly #TL901+.

Saturday 29th June 2024:

Widening or adjusted schedules for routes 111/=, 216, 411 for Hampton Court Flower Show for one week only. Widened timetables introduced on route 31 (for Kilburn High Road) and removed from routes 88/=, E8 and H91.

77 (*Go-Ahead London General-SW*) (Tooting Station & Waterloo, Concert Hall Approach) Re-routed at County Hall via Station Approach Road to terminate at Waterloo Station, departing via Cab Road and York Road. This is the final part of the Central London review, details of which were published in TLB700 (*Dec 2022*).

85/= (*London United-TV*) (Kingston, Kingston Hall Road & Putney Bridge Station) Mon-Sat daytime service reduced from x8 to x10 mins.

211 (Hammersmith, Bus Station & Waterloo Station) LBSL (QC) contract awarded to Transport UK from Battersea (QB) garage using existing LT-class new Routemaster vehicles. Previously operated by *London United* from Stamford Brook (V) garage using LT-class new Routemaster vehicles. Withdrawn between Sloane Square and Waterloo and re-routed via Lower Sloane Street, Chelsea Bridge, Queenstown Road, Battersea Park Road to terminate at Battersea Power Station (LUL). This is the final part of the Central London review (see also route 77 above).

328 (*Metroline Travel-W*) (Golders Green Station & Chelsea, World's End) Renewal of LBSL (QC) contract using existing VWH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-decks.

406 (*London United-TV*) (Kingston, Cromwell Road Bus Station & Epsom, Town Centre, via Ewell, SDO jnys extended to Epsom General Hospital) and

418 (*London United-TV*) (Kingston, Cromwell Road Bus Station & Epsom, Town Centre, via West Ewell) Renewal of LBSL (QC) contract using existing VH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles.

440 (*London United-RP*) (Turnham Green Church & Wembley Trading Estate, First Way) Re-allocated to Stamford Brook (*apologies, not Turnham Green!*) (V) garage. Evening frequency increased from x30 to x20mins and Sunday daytime from x20 to x15 mins.

465 (Kingston, Cromwell Road Bus Station & Dorking, Townfield Court) LBSL (QC) contract awarded to Transport UK from Fulwell (TF) garage using existing fleet AD20 Enviro200 (MMC) diesel single-deck vehicles. Previously operated by *London United* from Tolworth (TV) garage using DLE-class AD E20D Enviro200 (MMC) diesel single-deck vehicles.

C1 (*London United-S*) (Victoria Station & White City, Bus Station) Renewal of LBSL (QC) contract using existing BE-class BYD D8UR Enviro200EV electric single-deck vehicles.

PVR changes 29th June 2024:

Go-Ahead London General: No change to 77 PVRs;

London United: 85 to 12/12/11 #TV201+, 406 to 8/7/4 #TV301+, (joint with 418), 418 to 7/6/4 #TV311+ (joint with 406), 440 to 11/11/10 #V101+, C1 to 13/13/13 #S251+, 211, 465 withdrawn, no change to =85 PVRs;

Metroline Travel: No change to 328 PVRs;

Transport UK: 211 to 14/14/9 #QB701+, 465 to 7/6/3 #TF461+.

Planned route changes after our closing date are listed below but may be subject to change.

Saturday 6th July 2024:

- 65 (*London United-FW*) (Ealing Broadway Station & Kingston, Brook Street) and
N65 (*London United-FW*) (Ealing Broadway Station & Chessington, World of Adventures) Renewal of LBSL (QC) contract using existing BCE-class BYD D8UR Enviro400EV electric double-deck vehicles. Mon-Sat daytime frequency reduced from x6 to x7mins.
- 71 (*London United-FW*) (Kingston, Cromwell Road Bus Station & Chessington, World of Adventures) Renewal of LBSL (QC) contract using existing VH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles.
- 166 (*Arriva London South-TC*) (West Croydon & Epsom) Seasonal additional shuttle service introduced, Sats and Suns only, until Sun 25th August between Purley and Banstead. As in previous years, these are to act as duplicates for the main 166 to cater for visitors to the Mayfield Lavender Farm situated at the junction of Croydon Lane and Carshalton Road.
- 281/= (*London United-FW*) (Hounslow, Bus Station & Tolworth, Ewell Road) Renewal of LBSL (QC) contract using existing BCE-class BYD D8UR Enviro400EV electric double-deck vehicles. Diverted from Tolworth Broadway via Tolworth Junction roundabout, Toby Way via Signal Park development to terminate at Tolworth Station, returning via Tolworth Broadway, instead of serving Ewell Road, subject to the new stand being ready.
- 371 (*London United-FW*) (Manor Circus, Sainsbury's & Kingston, Kingston Hall Road) Renewal of LBSL (QC) contract using existing BE-class BYD D8UR Enviro200EV electric single-deck vehicles. 2 journeys on Mon-Fri peaks continue with double-deck vehicles, these may be a mix of ADE-class AD40D Enviro400D diesel or VH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles for charging reasons.
- 388 (*Stagecoach East London-HK*) (Stratford City, Bus Station & London Bridge Station) Additional daily late night journeys after midnight from Stratford City to London Bridge.
- 681 (*London United-FW*) (Hounslow, Bus Station & Teddington School SDO) Renewal of LBSL (QC) contract using existing VH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles.
- K5 (*London United-TV*) (Ham, Duke Avenue & Morden Station, M-S except eves.) Renewal of LBSL (QC) contract using existing SDE-class ADE20D Enviro200D diesel single-deck vehicles. Frequency reduced from x30 to x35mins for running time and reliability.
- W5 (*Stagecoach East London-HK*) (Harringay, Sainsbury's & Archway Station) Re-allocated from Ash Grove (HK) to Walthamstow (AW) garage and converted to Switch MetroCity electric single-deck vehicles.

Saturday 13th July 2024: Widened timetables for routes 44, 57, 77,131, 155, 219, G1 for roadworks on the A24 in Tooting and for routes 6/= and 52/= for roadworks in Kensal Rise, Chamberlayne Road. Widened timetables for Mitcham restored to normal (although the works finished early – *see diversions later.*)

- 382 (*Metroline Travel-PB*) (Southgate Station & Millbrook Park) Renewal of LBSL (QC) contract using new VMSS-class Volvo BZL/MCV electric single-deck vehicles in due course.
- SL8 (*Metroline West-G*) (White City, Bus Station & Uxbridge Station, Limited Stop) Revised schedules daily for running time.

Saturday 20th July 2024:

- 17 (*Metroline Travel-HT*) (Archway Station & London Bridge Station) Renewal of LBSL (QC) contract using a mix of existing LT-class NRM new Routemaster hybrid and BDE-class BYD D8UR E400EV-City electric double-deck vehicles. Revised running time daily with Sunday daytime frequency increased from x15 to x12mins.
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Saturday 20th July 2024 (continued):

- 280 (*Go-Ahead London General-GM*) (Belmont Station & Tooting, St. George's Hospital) Renewal of LBSL (QC) contract using new electric double-deck vehicles in due course, at which point it is intended to re-allocate to a garage with electric facilities, later this year.
- C11 (*Metroline Travel-W*) (Archway Station & Brent Cross Shopping Centre) Renewal of LBSL (QC) contract using new GB Kite Electroliner electric single-deck vehicles in due course. Revised daily schedules for running time.
- W8 (*Metroline Travel-PB*) (Lee Valley Shopping Centre & Chase Farm Hospital) Renewal of LBSL (QC) contract using new BDE-class BYD D8UR E400EV-City electric double-deck vehicles in due course. Revised daily schedules for running time.

Saturday 3rd August 2024: Widened timetables for routes 21, 89, 108/=, 129, 178, 185, 208, 225, 321/=, 436, 484, P4 for road works in Lewisham Town Centre.

- 19 (*Arriva London North-AR*) (Battersea Bridge, South Side & Finsbury Park Station) and
- N19 (*Arriva London North-AR*) (Clapham Junction, St. John's Hill & Finsbury Park Station) Re-allocated from Tottenham (AR) to Stamford Hill (SF) garage. Revised daily and nightly running time.

Saturday 17th August 2024:

- 243/= (*Arriva London North-AR*) (Wood Green Station & Waterloo Station) Renewal of LBSL (QC) contract using new ES-class StreetDeck Electroliner double-deck vehicles in due course. Saturday daytime service increased from x8-9 to x8mins, and Sunday daytime from x10 to x8 mins.
- 259 (*Arriva London North-EC*) (King's Cross, Gray's Inn Road & Edmonton Green Station) Re-allocated from Edmonton (EC) to Tottenham (AR). Revised daily schedule for running time.
- 279 (*Arriva London North-E*) (Manor House Station & Waltham Cross, Bus Station) Revised daily schedules for running time.
- N279 (*Arriva London North-EC*) (Trafalgar Square & Waltham Cross, Bus Station) Re-allocated from Edmonton (EC) to Enfield (E) garage.
- 533 (*Go-Ahead London General-AF*) (Hammersmith Bus Station & Mortlake/Barnes Bridge circular) LBSL QC contract extended for 2 years.
- W7 (*Metroline Travel-HT*) (Finsbury Park Station & Muswell Hill Broadway) Renewal of LBSL (QC) contract using new WDE-class StreetDeck Electroliner electric double-deck vehicles in due course. Mon-Fri peak frequency reduced from x3-4 to 5 mins. (As a matter of interest, the holder of the most frequent peak hour route now passes to route 18 - every 4-5mins).

Saturday 24th August 2024:

- 5 (*Go-Ahead Blue Triangle-RR*) (Romford Market & Canning Town, Bus Station) Renewal of LBSL (QC) contract using existing LT-class NRM new Routemasters. Additional early morning journeys, though with a widened timetable for Blackwall Tunnel works.
- 15 (*Go-Ahead Blue Triangle-DS*) (Trafalgar Square & Blackwall Station) and
- N15 (*Go-Ahead Blue Triangle-DS/RR*) (Oxford Circus & Romford Market) Renewal of LBSL (QC) contract using existing LT-class NRM new Routemasters, though with a widened timetable for Blackwall Tunnel works.
- 50 (*Arriva London South-BN*) (Croydon, Town Centre & Stockwell Station) Renewal of LBSL (QC) contract using new ES-class StreetDeck Electroliner electric double-deck vehicles in due course. Sunday and evening frequency increased from x20 to x15mins.
- 115 (*Go-Ahead Blue Triangle-DS*) (Aldgate Station & East Ham, Central Park) Renewal of LBSL (QC) contract using existing EH-class AD Enviro400H hybrid double-deck vehicles. Additional early morning journeys, though with a widened timetable for Blackwall Tunnel works.
- 130 (*Transport UK-BC*) (Thornton Heath, Clock Tower & New Addington, Vulcan Way) Renewal of LBSL (QC) contract using existing AD Enviro200 diesel single-deck vehicles.
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Saturday 24th August 2024 (continued):

- 194 (*Arriva London South-TC*) (Lower Sydenham, Sainsbury's & West Croydon, Bus Station) Renewal of LBSL (QC) contract using new ES-class StreetDeck Electroliner electric double-deck vehicles in due course.
- 250 (*Arriva London South-TH*) (West Croydon, Bus Station & Brixton Station) and
N250 (*Arriva London South-TH*) (Croydon, Town Centre & Brixton Station) Renewal of LBSL (QC) contract using new ES-class StreetDeck Electroliner electric double-deck vehicles in due course.
- 255 (*Arriva London South-TH*) (Balham Station & Pollards Hill, Westmoreland Way) Renewal of LBSL (QC) contract using new GB Kite electric single-deck vehicles in due course. Sunday and evening frequency increased from x20 to x15mins.
- 320 (*Go-Ahead Metrobus-MB*) (Catford, Thomas Lane & Biggin Hill Valley) Renewal of LBSL (QC) contract using new electric double-deck vehicles, in due course, actual type to be confirmed by the end of the year.
- 410 (*Arriva London South-TH*) (Wallington, Shotfield & Crystal Palace) Renewal of LBSL (QC) contract using existing SLS-class Wrightbus StreetLite diesel single-deck vehicles.

Sunday 25th August 2024:

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

Sunday 25th August / BH Monday 26th August 2024:

The Notting Hill Carnival returns so roads will be closed in Ladbroke Grove and Notting Hill areas, with routes diverted as necessary. Route 52 is usually split into 2 sections as before, route 316 should be double-decked and route 36X should re-appear. Routes 18, 23, 70, 94, 148 and 328 are expected to have some enhancements and to maintain reliability. There may be an additional express route added, however, details have not been confirmed and hopefully will be next month.

Bank Holiday Monday 26th August 2024: Normal Sunday services.

Saturday 31st August 2024 (or first equivalent school day on school routes):

- 66 (*Arriva London North-GY*) (Romford Station & Leytonstone, Bus Station) Renewal of LBSL (QC) contract using existing HV-class Volvo B5LH Gemini hybrid double-deck vehicles in due course. Saturday daytime frequency increased from x12 to x10 mins, Sunday daytime frequency increased from x20 to x15 mins.
- 90 (*Metroline Travel-PV*) (Feltham, Leisure West & Northolt Station) Renewal of LBSL (QC) contract using new electric double-deck vehicles in due course. Additional journeys daily early mornings.
- 289 (*Arriva London South-TH*) (Purley Station & Elmers End Station) Renewal of LBSL (QC) contract using new ES-class StreetDeck Electroliner electric double-deck vehicles in due course. Sunday and evening frequency increased from x20 to x15mins.
- 314 (*Stagecoach Selkent-TB*) (Eltham Station & New Addington, Parkway) Renewal of LBSL (QC) contract using new Volvo/BZL electric single-deck vehicles in due course.
- 618 NEW ROUTE, SDO LBSL (QX) contract for the benefit of Bolder Academy and Nishkam School. From Ivybridge Estate, Tesco's via route H20 via Twickenham Road, Worton Road, then via Bridge Road, London Road, Syon Lane then via H28 to Osterley, Tesco's. To be operated by *Transport UK* using a hybrid double-deck vehicle from Southall (GW) garage.
- 640 (South Harrow Station & Harrow Weald, Clamp Hill, SDO) LBSL (QX) contract awarded to Metroline Travel from Harrow Weald (HD) garage using existing VWH-class Volvo B5LH Wrightbus Gemini hybrid double-deck vehicle. Currently operated by *Sullivan Buses* from South Mimms (SM) garage
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Saturday 31st August 2024 (continued):

663 (Thornton Heath Station & Pampisford Road, Regina Coeli School, SDO) LBSL (QX) contract awarded to Arriva London South from Thornton Heath (TH) garage using ES-class StreetDeck Electroliner electric double-deck vehicles in due course. Currently operated by *Go-Ahead Metrobus* from Croydon (C) garage.

SERVICE PROPOSALS

A new consultation for route **350** was issued on 20th June with a closing date of 31st July. This is proposed to re-route south of Hayes & Harlington Station to serve Nestles Avenue, serving Hayes Village rather than terminate at the ASDA store.

The consultation for changes to routes **U1, U2 U3 and E7** in the Uxbridge / Hillingdon areas was published. (*see TLB712*). 520 responses were received, although there were low levels of support for the scheme, ranging from 27-39%. The top five concerns were: route E7 no longer stopping at Ruislip Station, or serving Wood Lane/Ickenham Road, U1 and U2 no longer serving Brunel University, merging routes U1 and U3 causing unreliability and the impact on those with disability and mobility problems. TfL state that “they will not proceed with the proposed changes to routes U1, U3 or E7, or with the U2, apart from this serving Oak Farm Estate at all times.”

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

TLB686 p12: 410 stop changes in Norwood;

TLB703 p13: 344 diversion away from Southwark Bridge s/b to operate via London Bridge.

TLB705 p14: 419 fixed stops in Barnes.

TLB708 p16: Oxford Street.

TLB708 p16: Silvertown Tunnel Cyclist’s service.

TLB709 p15: E1 extension to Osterley.

TLB712 p14: 394 extension to King’s Cross, Canal Reach.

TLB714 p18: 273 Lee area Hail & Ride and re-routeing.

TLB714 p19: N518 extension of N18 short workings to Ruislip

TLB714 p19: 188/= rerouting via Tunnel Avenue, North Greenwich.

FORTHCOMING CHANGES IN BRIEF

This list includes tenders that have been decided and principal route changes already in past TLBs. All dates and all details are subject to alteration or deferment. Contracts are now being awarded or renewed for various lengths; all contracts do have “break” clauses and can be terminated by the operator or TfL at any time and for any reason, which remain commercially confidential of course!

Contracts are no longer offered on the basis of a 2-year extension after 5 years, although several routes still remain that will still be offered this for the time being, using the notes as follows:-

CE2 = Existing Contract extended by 2 years;

CR2 = Contract awarded or renewed for 2 years; CR3 = Contract awarded or renewed for 3 years;

CR4 = Contract awarded or renewed for 4 years; CR5 = Contract awarded or renewed for 5 years,

CR6 = Contract awarded or renewed for 6 years; CR7 = Contract awarded or renewed for 7 years.

The * suffix = award specified new buses; the # suffix = award specified part new bus allocation.

Not all award dates will be necessarily the same date that new buses are introduced. All new buses must now be Zero Emission - electric or hydrogen.

7th Sep 24: CR3 on 117 (London United), 395, 398, H9/H10 (London Sovereign), 672 (S’ch Selkent), 697 (London United to Metroline West), H13 (Metroline West),

CR7 on W12* (S’ch East London), W13* (S’ch East London to S’ch Lea Interchange), W14* (S’ch Lea Interchange), 549 (Sullivans - route withdrawn).

14th Sep 24: CR3 on 222/= (Metroline West).

21st Sep 24: CR3 on 160/660 (S’ch Selkent), CR7 on 210* (Metroline Travel).

<u>28th Sep 24:</u>	CR6 on 411 (London United), CR7 on 4* (Metroline Travel), 131* (G-A London General).
<u>5th Oct 24:</u>	CR3 on 148/= (London United), 201 (Transport UK), 290 (London United), 180, 661, 669 (S'ch Selkent).
<u>12th Oct 24:</u>	CR3 on 150, 175 (Arriva LN), CR6 on 103 (Arriva LN), CR7 on 257* (S'ch East London), 341/=* (Arriva LN).
<u>19th Oct 24:</u>	CR7 on 22/N22* (G-A London General).
<u>26th Oct 24:</u>	CR7 on U1*, U2*, U3* U4* (Metroline West).
<u>2nd Nov 24:</u>	CR6 on 370 (Arriva LN), 627 (Arriva LS).
<u>9th Nov 24:</u>	CR3 on 192 (Arriva LN), 419 (London United), CR5 on 176/= (G-A London Central), CR7 on 33/N33* (London United), 34*, SL1* (Arriva LN), CR7 on 188/=* (G-A London Central).
<u>7th Dec 24:</u>	CR3 on 6/= (Metroline Travel), 278 (Transport UK), 655 (London United to Transport UK), CR6 on 170 (G-A London General), CR7 on 88/=*, 355*, (G-A London General), 94/= (London United), 98/N98* (Metroline Travel), 218* (London United to London Transit), 360* (G-A London Central). 266/N266* (London United to Metroline), 360* (G-A London Central).
<u>11th Jan 25:</u>	CR7 on 141* (Arriva LN), 323 (S'ch East London), CR5 on 329 (Arriva LN).
<u>18th Jan 25:</u>	CR3 on 422 (S'ch Selkent), CR7 on 99*, 269*, 401* (Arriva LN to G-A London Central), SL3* (S'ch Selkent).
<u>1st Feb 25:</u>	CE2 on 109/N109 (Transport UK), CR3 on 121, W6 (Arriva LN), CR5 on 343/N343 (G-A London Central), W4 (Arriva LN), CR7 on 41/N41* (Arriva LN), 153* (GA London General to Metroline Travel), 299/389/399* (Sullivans to GA London General).
<u>8th Feb 25:</u>	CR5 on 36 (G-A London Central).
<u>22nd Feb 25:</u>	CR3 on H28 (Transport UK).
<u>1st Mar 25:</u>	CE2 on 357 (G-A London General), CR3 on H22, H37 (London United), CR5 on H98 (London United).
<u>8th Mar 25:</u>	CE2 on 212 (G-A London General), 282 (Metroline West), CR7 on 444* (G-A London General).
<u>15th Mar 25:</u>	CR3 on 181, 284 (S'ch Selkent), CR3 on 225 (G-A London Central to S'ch Selkent), CR6 on 161 (S'ch Selkent), CR7 on 172* (G-A London Central).
<u>22nd Mar 25:</u>	CR3 on 482 (Transport UK), CR7 on 169*, 247*, 287* (S'ch East London), C10 (Transport UK).
<u>29th Mar 25:</u>	CR5 on 68/N68 (Transport UK), 468 (Arriva LS), CR7 on R1*, R2*, R3*, R4*, R8*, R11* (G-A Metrobus), B14* (S'ch Selkent).
<u>3rd May 25:</u>	CR7 on P5# (Transport UK).
<u>7th Jun 25:</u>	CR7 on 268* (Metroline Travel).
<u>TBA in 2025:</u>	CR7 on 129*, CR7 on SL4* (G-A Blue Triangle).

OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS IN LONDON

Nothing new to report this month.

DIVERSIONS, DEVIATIONS AND DISRUPTIONS

Central: Firstly, a clarification of the ending of the **394** diversion noted last month in Hoxton, (not Homerton!) – it was in fact extended to finish on 30th November and remained on diversion. As a reminder this is eastbound via Croypley Street, Eagle Wharf Road, New North Road (northbound), Baring Street, Bridport Place, Poole Street and New North Road for building works. The stand at Holborn, Red

Lion Square for routes **98 and 133** was back in use by 23rd June. From 8th July and until April 2026 owing to works in King William Street, routes **21/N21, 43/= and 141** are diverted southbound from Moorgate via London Wall, Bishopsgate, Gracechurch Street, with route **133** diverted southbound from St. Pauls, via Cheapside, New Change and Cannon Street. Thanks to member Joel for the news and comments on the above. Not previously mentioned is that route **153** is diverted away from Beech Street, Barbican owing to building works since 4th Jan and is expected to finish by November 2024. Buses divert northbound via London Wall and Aldersgate Street. Nearby and from 1st July to 29th September, owing to bridge works in London Wall, routes **76/= and 100** are diverted westbound via Finsbury Square (north, east and south), Chiswell Street, Beech Street and Aldersgate Street, and eastbound (along with route **N551**, already on earlier diversion) via Aldersgate Street, Beech Street and Chiswell Street. From 26th May to 28th June, owing to electrical works in Porchester Gardens, Bayswater, Route **70** was diverted southbound via Westbourne Grove and Inverness Terrace. From 24th June to 12th July, owing to water works in Colville Terrace, Notting Hill, route **23/=** was diverted eastbound via Kensington Park Road and Westbourne Grove. From 24th June to 5th July, owing to water works in Lisson Grove, St John's Wood, routes **139/= and 189/=** were diverted northbound via Park Road and St John's Wood Road.

South-East: From 22nd July to 30th September, owing to sewer works in Deptford Church Street, route **47/=** is diverted southbound via Creek Road, Greenwich Church Street, College Approach, King William Walk, Nelson Road, Greenwich High Road and Deptford Bridge. From approx. 1400 on 20th June a burst water main occurred at the site of gas works in Keston at the junction of Westerham Road/Heathfield Road. Routes **146, 246, 320 and R2** were suspended south of Keston, leaving Downe and Biggin Hill served only by routes **R8 and 464**, and no service to Westerham. Routes **664 and 684** to and from Charles Darwin School at Biggin Hill were obliged to operate via Westerham Hill, Beggars Lane, Brasted Road, Westerham Road, High Street, Main Road, Chevening Road, Ovenden Road, Sundridge Road, Polhill, London Road, Orpington By-Pass and Sevenoaks Road to regain normal line of route after an approx. 15-mile diversion! Luckily although the suspensions and diversions could have lasted 5 days, repairs were expedited and normal services were restored by 22nd June, albeit with single-lane traffic control already in place for the gas works. From 20th to 28th June, owing to a low tree on Mayow Road, Sydenham, route **75** was diverted northbound via Sydenham Road, Bell Green and Perry Rise. From 25th June to 9th July, owing to sewer works in Baldwyns Park, Joydens Wood, route **B12** was revised to start and finish journeys in Birchwood Road at Puddledock Lane, operating in both directions via Birchwood Road, Leyton Cross Road, Oakfield Lane and Old Bexley Lane, instead of operating in the normal alternate loop working.

South: Further to the Mitcham diversions mentioned in the last two TLBs, these finished early by 15th June. A slight correction though, routes **264/=, 270 and 355** did not initially serve Upper Green East, this was only after the diversion was amended, possibly from 1st May. Mind you, the official information (including 6 amendments!) from TfL included all the start dates, so thanks to members Michael and Robert for highlighting this. From 17th June to 19th July, owing to gas works on Woodcote Side, Epsom, routes **166, 293, 406 and 467** were unable to turn at Epsom General Hospital so were curtailed at Epsom Clock Tower. From 23rd June until at least 4th August, owing to overnight resurfacing work in Brixton Road, a temporary route **759** (*see route changes earlier*) was introduced to part cover some of the routes diverted as follows, though again, bear in mind the different phases of the work changed at least twice as work progressed at our press date. From 21:00 to 05:00 nightly, Routes **3, 59, 133/N133, 159/=, 415 and N109** were diverted via Kennington Park Road, Clapham Road and Stockwell Road. For the second phase of the works from 1st July, routes **2/N2, 196 and 333** were also diverted southbound via Clapham Park Road and Acre Lane, routes **35/=, 45 and 345/=** were diverted in both directions via Denmark Hill, Herne Hill, Half Moon Lane, Dulwich Road. Route **322** was also diverted in both directions via Acre Lane, route **P4** operated direct to and from Brixton via Coldharbour

Lane with routes **109, 118, 250/N250 and 432** were curtailed from the south at the Effra Road stand. Finally, from 25th July to 14th August, the continuation of sewer works at Coulsdon Road/Fox Lane Coulsdon Common from April resume that affected routes **404 and 466**. For details see TLB716. Thanks to member Ian for the reminder.

North-West: From 17th June to 28th April 2025, owing to gas main replacement in Harrow View, routes **223 and H14** are diverted northbound (non-stop) via Greenhill Way, Pinner Road, Canterbury Road, Station Road, Parkside Way, Headstone Gardens to Harrow View. From 17th to 28th June, owing to cosmetic works in Brookshill, Harrow Weald, route **258** was diverted northbound via Uxbridge Road and Clamp Hill; route **640** curtailed at All Saints Mews on Uxbridge Road. Once again, route **395** diversion at Northolt was extended indefinitely; instead, I shall report when it finishes!

North: From 17th June to 29th July, owing to footbridge works in Stanhope Road, Highgate (actually, on the old Northern ‘heights’ railway track bed as part of the “Parkland Walk” where the original footbridge has been propped up for some years), route **W5** is diverted in both directions via Archway Road and Shepherd’s Hill.

North-East: From 15th May to 31st August, owing to works in Walthamstow Bus Station, route **257** is curtailed between 03:00 and 20:00 daily at Leyton, Bakers Arms. Thanks to member Joel for the report who adds that other routes may be affected or by stop alterations. From 17th June to 14th July, owing to gas works in Fore Street, Edmonton, route **192** was diverted in both directions via The Green, Hertford Road, Monmouth Road and St Martin’s Road to Town Road instead of Plevna Road. From 10th June to 8th July, owing to water works in Mission Grove, Walthamstow, route **W12** was diverted in both directions via South Grove and St James’s Street, with route **W15** diverted in both directions via Forest Road, Hoe Street and Selborne Road.

General: Worth noting once again that dates given in this section are as a guide and can be extended or curtailed, often at short notice between contractors and TfL. Members’ comments or corrections are welcomed, though subject to verification for the record. I mention this as there are several corrections and alterations to previous information above. This is only a “snapshot” of some of the more interesting or long-term changes that happen on a daily basis on the TfL network!

COUNTRY AREAS - Route Developments

Section Editor: Phil Miller, 63 Oakleigh Drive, Croxley Green, Herts WD3 3EE or by email to tlbcountryroutes@hotmail.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. All reports will be very gratefully received.

NOTE: owing to the huge sets of changes in Essex and Bucks this month, all items from mid-August onwards will be covered in TLB 720. Some items for these dates which were mentioned in TLB 719 have updates/ additions/ corrections.

West and South ESSEX, including THURROCK

Sunday 28th July

A major round of route tendering has been undertaken by Essex County Council. Most (but not all) changes listed below relate to that exercise. Only routes that are ‘in area’ are listed (including some that are on the outer borders), and only those where there is a change to operator, route and/ or timetable. Vectare/ Central Connect have yet to release full information; what is known is given below, but full details will have to follow in TLB 720.

Sunday 28th July (continued):

- 1 (*Arriva KT, Harlow Bus Stn & Sumners, daily exc. Sunday evgs*) Operation of the M-S evening and Sunday services transferred to Central Connect. Minor timetable change only M-S daytimes.
 - 2 (*Arriva KT, Harlow Bus Stn & Staple Tye, daily exc. Sunday evgs; ext M-F peaks, M-S evgs and Suns from Bus Stn to Rail Stn*) Operation of the evening and Sunday services transferred to Central Connect. Minor timetable change only M-S daytimes.
 - 3 (*Arriva KT, Harlow Bus Stn & Staple Tye, M-S exc. late evgs; ext M-F peaks & M-S early evgs from Bus Stn to Rail Stn*) Operation of the two early evening Saturday journeys that run to the Rail Stn transferred from Arriva KT to Central Connect. Minor timetable changes at other times.
 - 4 (*Arriva KT, Harlow Bus Stn & Latton Bush, daily exc. Sunday evgs; ext evgs & Suns from Bus Stn to Rail Stn*) Operation on Mon-Sat evenings transferred from Arriva KT to First Essex Buses. Operation on Sunday transferred from Arriva KT to Central Connect. Minor timetable changes only Mon-Sat daytimes.
 - 5 (*Stephensons, Harlow Bus Stn & Sumners Farm, M-S approx 0930-1815*) Operation of the whole service transferred to Central Connect.
 - 6 (*Arriva KT, Harlow Bus Stn & Little Parndon, M-S offpeaks & evgs, and Sunday daytimes*) Withdrawn Mon-Sat evgs (replaced by First Essex 417). Operation on Sundays transferred from Arriva KT to Central Connect. Minor timetable changes only Mon-Sat daytimes.
 - 8 (*Arriva KT, Harlow Bus Stn & Old Harlow, daily exc. Sun evgs*) Mon-Sat evening and Sunday services renumbered 28 and change of operator. Minor timetable changes only M-S daytimes.
 - 10 (*Arriva KT, Harlow Rail Stn & Church Langley, M-S & Suns exc. evgs*) Evening and Sunday service renumbered 23 and change of operator. Minor timetable changes only M-S daytimes.
 - 13/A/B/C (*Vectare, Waltham Cross & Epping (St Margaret's Hosp), M-S exc. late evgs; ext evgs to North Weald (mostly 13C)*) Contract novated from Vectare to Central Connect.
 - 14 (*Stephensons, Harlow Bus Stn & Little Parndon loop, M-S peaks; extended M-F peaks to The Pinnacles*) Operation of the whole service transferred from Stephensons to First Essex Buses.
 - 14 (*Vectare, Waltham Cross & Upshire, M-F exc. a.m. peaks & evgs, and Sat daytimes; also Sats Waltham Abbey to Upshire eastbound only*) Withdrawn. Part replaced M-F by enhanced 16.
 - 14B (*Vectare, Upshire & Waltham Abbey (westbound only), Sat daytimes*) Withdrawn.
 - 16 (*Central Connect, Waltham Cross & Waltham Abbey (Shernbrook Rd), M-F three return journeys and Sats except late evgs*) Frequency increased M-F to x30 min, though still not starting until 08:30; pm peaks runs x40-45. Already x30 Sats, no change.
 - 18 (*Central Connect, North Weald (The Talbot) & Epping (St Margaret's Hosp), M-S daytimes*) Service seems to be extended/ enhanced, replacing current Vectare/ CC 418/B. There's mention of a new 18A. Not clear if the early am/ early evgs 18C is affected as well. Details to follow.
 - 19 (*First Essex*) New route, garage journeys for buses from Chelmsford garage operating in Harlow on the new 407/ 417 and newly-won 14. M-F leaving Harlow Bus Stn at 0850 via Central Connect route 20 (qv) to Ongar (A414) then further along the A414 to Cheltenham then Widford Viaduct, New London Rd to Chelmsford Bus Stn. Return jny at 1413.
 - 19A (*First Essex*) New route, positioning journeys again; M-S, two early am westbound jnys (one on Sats), return jnys one in early evening (M-F only) and one in late evening. Chelmsford Garage via the A414 all the way to Southern Way then Tillwicks Rd, Second Ave, Harlow Bus Stn.
 - 20 (*Central Connect*). New route, daily exc. late Sun evgs, Harlow Bus Stn & Ongar (Two Brewers) via current 420; Second Ave, Tripton Rd, Tendring Rd, Brays Grove, Tillwicks Rd, Southern Way, Potter Street, London Rd, Thornwood Common, Epping, Epping Stn, back to St Margaret's Hospital then Epping Rd, North Weald, Tylers Green, Ongar High Street. M-F frequency mostly x30, some variation around peak times. Sats & Suns x60. M-S evenings x60 (x120 from mid evgs Epping-Ongar); but co-timetabled M-S with 21 and 22 (qv) to provide higher frequencies on common stretches.
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Sunday 28th July (continued):

- 21 (*Central Connect*) New route, M-S exc. late evgs & early Sat am, Harlow Bus Stn & Epping Stn via current 420 (and new 20, qv) except in Harlow the 21 runs further east along Second Ave then Tillwicks Rd, Great Brays, Tumbler Rd. Frequency M-F x30, Sats x60 but combines with new 20 to provide double this headway on the long common stretches.
- 22 (*Central Connect*) New route. M-F early am peak, late pm peak and evgs; also Sun early am and evgs. Harlow Bus Stn & Epping Stn via new 20 to M11 J7 (just south of Potter Street) then Canes Lane, Tylers Green, Epping Rd, North Weald and Epping. M-S Late evening journeys southbound run Harlow & Potter Street only and are numbered 22B.
- 23 (*Central Connect*) New route, Harlow Rail Stn & Church Langley, M-S evgs & Suns. Renumbered ex 10 (Arriva KT route). Frequency assumed as evenings x30 (later evening x60), Sunday x120. Routeing assumed as unchanged.
- 28 (*Central Connect*) New route, Harlow Bus Stn & Old Harlow, M-S evgs & Suns. Renumbered ex 8 (Arriva KT route). Frequency assumed as evgs x60, Suns x120 (i.e. as now). Routeing assumed as unchanged.
- 59 (*Arriva KT, Chelmsford & Harlow, daily exc. late evgs*) Withdrawn outside M-F peaks between Chelmsford Bus Stn and The Angela Ruskin University. One additional evening journey introduced Mon-Fri. Operation transferred on Sundays from Arriva KT to First Essex.
- 407/417 (*First Essex*) New routes. Mon-Sat. The main service (except evgs) is numbered 407, Harlow (Gilden Park) & Princess Alexandra Hospital. At Gilden Park, terminal loop via Old Oak Way and Aspen Way then Gilden Way, Station Rd (Harlow Old Town), Edinburgh Way, Rail Stn, Allende Ave, into the Bus Station, then back out to Fourth Ave and terminal loop via hospital grounds. The evening service also serves Little Parndon (replacing Arriva KT's route 6 at these times) and is numbered 417 (but there is also one M-F am peak westbound journey); as 407 to Harlow Rail Stn then Elizabeth Way, River Mill, Hodings Rd, Hobtoe Rd, Hodings Rd, Fourth Ave, hospital grounds, Fourth Ave to Bus Stn.
- 418 (*Vectare, Loughton Stn & Epping (St Margaret's Hospital), M-S exc. evgs*) Withdrawn. Likely to be replaced by changes to route 18 but no details yet.
- 418B (*Central Connect, Harlow Bus Stn & Loughton Stn, M-S late evgs & Suns exc. evgs*) Withdrawn. Mainly replaced by new 20/21 and possibly, in part, by an extended 18.
- 420 (*Central Connect, Harlow Bus Stn & Ongar (Two Brewers) daily exc. late evgs*) Withdrawn (replaced by 20/21).
- 420A (*Central Connect, Harlow Bus Stn & North Weald (The Talbot) M-F exc. late evgs*) Withdrawn (replaced by 20/21).
- 505 (*Vectare, Harlow & Waltham Cross, M-S exc. evgs*) Contract novated to Central Connect.
- 508/509/510 (*Arriva Kent Thameside, Harlow & Stansted Airport, 24/7*) Timetable changes. Half the x30 daytime Sunday service (currently all 510) revised to run as 508s (i.e. via Takeley and Dunmow Road whereas the 510 runs via South Mountfitchet). Also, SDO journeys in both directions in both peaks on all three routes are rerouted via St James Way, Beaumont Ave and Whittington Way to the south of Bishops Stortford for the new Bishops Stortford High School, these journeys being renumbered 508A/509A/510A as appropriate.
- 542/A (*Vectare, Debden & Loughton circulars, M-S exc. evgs*) Reported as withdrawn; see TLB 720.
- 804 (*NIBS, Debden Stn & Chigwell, West Hatch School, SDO*) Withdrawn. No replacement known.

Very much on the fringes, Vectare's 305/315/325 into Bishops Stortford are all novated to Central Connect. Vectare's 61 into Brentwood goes to NIBS, and Hedingham & Chambers 71/72 into Brentwood and Warley also go to NIBS. Finally, see also 724 (Herts section).

HERTFORDSHIRE and Southern BEDFORDSHIRE

Wednesday 13th March

502/ 532 (*Little Jim's, Northchurch & Hemel Hempstead*) Further to TLB 716, both routes permanently withdrawn from this date rather than Thursday 14th, i.e. LDO Tuesday 12th.

Monday 24th June

LAX (*Stagecoach East*) New route, Mon-Sat except evgs, broadly x60 but with a two-hour mid-morning gap. Luton Interchange to ~~Los Angeles~~ Luton Airport via Station Rd, Church St, St Mary's Rd, Crawley Green Rd, Wigmore La, Eaton Green Rd, Frank Lester Way, Percival Way, Airport Way. Unlike Arriva's recently altered 100, the LAX returns via the outward route.

Monday 1st July

3/3A (*Grant Palmer, Luton Park Square & Stockwood Park, M-S exc. evgs*) Frequency altered from uneven x20-40 to x30. Alternate buses (i.e. x60) then extended from Park Square via Church St, Station Rd, Luton Interchange, New Bedford Rd, Fountains Rd (return via Montrose Ave), Culverhouse Rd, Austin Rd, Bedford Rd, Barnfield Ave, Old Bedford Rd, Cromer Way to Bushmead (Weybourne Drive). During M-F peaks buses run via Stockingstone Rd, Old Bedford Rd and Kingsdown Ave (instead of Fountains Rd/ Culverhouse Rd/ Austin Rd) to serve Luton Sixth Form College, and these journeys are numbered 3A.

30 (*Grant Palmer, Luton Park Square & Capability Green Business Park, M-F peaks*) Recast as a Mon-Sat except evgs service running x60 between Park Square and Capability Green via Luton Parkway Stn, as per routeing of current am peak journeys. The pm peak routeing via Stockwood Park/ Tennyson Rd is withdrawn (covered by improved route 3/A).

35 (*Grant Palmer, Luton Park Square & Fountains Rd, M-S offpeaks 3 rtn jnys*) Withdrawn (see 3).

Sunday 21st July

46 (*Centrebus, Luton & Hemel Hempstead, M-S exc. late evgs*) Minor timetable changes.

755/757 (*Arriva the Shires, Luton & London Victoria, 24/7*) Revised timetable. During M-F pm peaks, the period when the Bricket Wood stop is omitted is shortened; now resumes at 1815.

B (*Centrebus, Luton Interch. & Dunstable (Downside Est), daily exc. Sun evgs*) Timetable changes.

Also from this date (though effective from the following day) Arriva the Shires are introducing a new X1 express service, Mon-Fri except evgs x60 between Milton Keynes Central Stn and Luton Interchange.

Sunday 28th July

14, 16, 505 (*Central Connect*), 508/509/510 (*Arriva KT*)- see Essex section.

724 (*Arriva KT, Harlow & Heathrow Airport, 24/7*) Rerouted between Hertford (Welwyn Rd, Golden Griffin stop) and Welwyn Garden City (Herns Lane) via Thieves Lane, the A414, Birchall La, Cole Green La, Black Fan Rd, Sylvan Way and Moors Walk ex Welwyn Rd, Poplars Green, Herns Lane. The only stops observed on the new routeing are the Watchlytes and Elizabeth House stops on Moors Walk; the one no longer served is on Herns Lane (Panshanger Golf Club).

Saturday 3rd August

84 (*Sullivan, Potters Bar Gar & St Albans, daily; ext SDO to New Greens*) Minor timetable change.

BUCKINGHAMSHIRE, SLOUGH AND WINDSOR

Monday 1st July

Although out of area, worth noting that Oxford Bus Co revived the 280 number for a new service between Oxford (Speedwell St) & Thame Town Hall via Arriva's X7, Mon-Sat x30, from this date. There's also a new Friday and Saturday night N280 which continues to/ starts from Oxford Railway Stn, and Oxford Bus Co's 400 Harcourt Hill & Wheatley was extended to Thame on Sundays.

Sunday 28th July

Closure of Arriva the Shires Aylesbury and High Wycombe garages, with all of the Arriva services operated by those bases except the X5 being withdrawn. Replacement services by Carousel and Redline. Carousel are taking over Arriva's High Wycombe garage at Cressex Business Park so will have two bases in the town; it is assumed for now that the ex-Arriva services will operate from Cressex. Finally, a number of Arriva's withdrawn services have Bucks CC-supported elements, as shown below; it is not yet clear if those county contracts are taken over by Carousel or whether Carousel are going to operate commercially at all times. The Arriva routes which have been deregistered from this date are as follows;

- 2 *High Wycombe & Booker Asda, daily except Sun evgs*
- 3 *High Wycombe & Castlefield, daily except Sun evgs*
- 5A *High Wycombe & Bourne End, SDO*
- 6 *High Wycombe & Bourne End, daily except M-S late evgs and Sun evgs*
- 6A *High Wycombe & Bourne End via Bourne End Academy, SDO*
- 6B *Penn/ Tylers Green & Bourne End Academy, SDO*
- 7 *High Wycombe & Bourne End, M-S except late evgs & Suns exc. evgs, ext M-S to Maidenhead*
- 7A *High Wycombe & Bourne End via Bourne End Academy, SDO*
- 10 *High Wycombe & Downley, M-S except late evgs & Suns except evgs*
- 11 *High Wycombe & Penn, daily except late evgs.*
- 12 *High Wycombe & Micklefield, daily except Sun evgs*
- 13 *High Wycombe & Totteridge, daily except Sun evgs*
- 800/850 *High Wycombe & Reading, daily except Sun evgs.*
- X7 *Aylesbury & Oxford, daily*
- X9 *High Wycombe & Aylesbury via Naphill, daily except Sun evgs*
- X80 *High Wycombe & Henley/ Reading, SDO*
- X90 *High Wycombe & Aylesbury via Braddenham, occasional Mon-Sat journeys*

- X5 *(Aylesbury & Hemel Hempstead, Mon-Sat) Operation transferred from Arriva the Shires at Aylesbury to Arriva KT at Hemel Hempstead. No change to route or timetable.*

Note that Arriva the Shires X4/ X40 between Aylesbury- Leighton Buzzard- Milton Keynes and X6 Aylesbury- Buckingham- Milton Keynes are operated from Milton Keynes garage and are unaffected.

Full details, now, of the changes from other operators.

- 4 *(Carousel, High Wycombe & Lane End, M-S exc.evgs; also M-F early evgs HW & Coachway park & ride) Though only introduced on May 19th, renumbered 34 from this date.*
 - 30 *(Carousel) New route, High Wycombe & Downley via Arriva's route 10, Mon-Sat except late evgs and Sundays except evgs. Frequency x30 M-S exc. evgs, x60 early evgs & Suns; this matches Arriva's 10 on Mon-Sat, but Sundays is a reduction from x30.*
 - 31 *(Carousel) New route, High Wycombe & Penn via Arriva's route 11, daily except late evgs. Frequencies unchanged, so x30 M-S except evgs, x60 early evgs/ Suns.*
 - 31S *(Carousel) New route, Penn & Bourne End Stn, SDO, as Arriva 6B.*
 - 32/A *(Carousel) New routes, Booker & Micklefield, replacing Arriva's routes 2 and 12 with no change to routeing other than joining them together. The 32 to run Mon-Sat except evgs, x20, matching Arriva's (recently reduced) M-F frequency but reversing the recent reduction to x30 on Saturdays. Earlier morning journeys will operate. The evening and Sunday (but not Sunday evenings!) x30 service continues to serve (eastbound only) the loop in Micklefield via Roebuck Ave, St Hugh's Ave and Hicks Farm Rise and is numbered 32A.*
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Sunday 28th July (continued):

- 33 (*Carousel*) New route, Totteridge & Desborough Castle, replacing Arriva's routes 3 and 13 with no change to routeing other than joining them together. Runs x15 Mon-Sat except evgs, x30 early evgs/ Suns and x60 M-S late evgs. Compared to Arriva's 13, several improvements; up from x20 M-S including avoidance of a 40-minute gap in the am peak service, a later finish M-S evgs plus, on Sundays, runs earlier in the morning and into early evenings. Compared to Arriva's 3, a better early am peak service (up from x30) and like the 13, the extended period of service on Sundays.
- 34 (*Carousel*) New number for Carousel's own route 4 (qv).
- 36 (*Carousel*) New route, High Wycombe & Bourne End. Same route and timetable as Arriva's 6, so M-S exc late evgs and Suns exc evgs x60. One SDO am jny runs via Bourne End Academy. The pm return starts at Bourne End Academy then direct to line of route at Flackwell Heath, not serving the rail station; these replace the facility latterly numbered 6A but revert to being undifferentiated by route number.
- 36S (*Carousel*) New route, High Wycombe & Bourne End Stn via Wooburn Green, SDO, as Arriva 5A at the same time and via the same routeing.
- 37 (*Carousel*) New route, High Wycombe & Bourne End Stn, M-S exc. late evgs & Suns exc. evgs, extended M-S to Maidenhead. Same timetable and routeing as Arriva's 7.
- 37S (*Carousel*) New route, High Wycombe & Bourne End Stn via Loudwater and Bourne End Academy, SDO, same timetable and routeing as Arriva's 7A.
- 300 (*Redline*). New route. Aylesbury - Acey Green - Naphill - Hughenden Valley - High Wycombe replacing Arriva X9/ X90, x30 mins M-S and x60 Suns. Full details in TLB 720.

Carousel will also directly replace the out-of-area 800/850/X80 High Wycombe & Henley/ Reading to the same route and timetable, retaining the same route numbers. Reading Buses are introducing a competitive 28 between Reading and Henley, x30 M-S/ x60 evenings & Suns. Redline are rerouting their X20 (Aylesbury and Oxford) via Haddenham, and increasing its frequency from x30 to x15 Mon-Fri and x60 to x30 on Suns (still x30 Sats) as part replacement for the X7, alongside Oxford Bus Co's 280 at the western end from July 1st.

SURREY and northern parts of WEST SUSSEX

Sunday 21st July

RHS Wisley Shuttle Bus (*Stagecoach South, shuttle to/from Woking Stn*). Minor timetable change.

Monday 29th July

446 (White Bus) as in TLB 718.

North and West KENT

Saturday 7th July

- C2 (*Go-Coach*) New route, Mon-Sat, x30 (evgs x60). Whitecliffe Castle Hill Turning Area & Gravesend via Castle Hill Drive, Embleton Lane, Southfleet Rd, International Way, Ebbsfleet International Stn, Thames Way, Rosherville Way, Crete Hall Rd, The Shore, Thames Way, West St, Bath Street. Route will operate until 9th November only.

Sunday 28th July

- 414/A/B (*Arriva Kent Thameside, South Darenth & Dartford, M-S except evgs; 414A/B to or via Wilmington Academy, SDO*) Timetable changes for reliability.
- 470 (*Arriva KT, Dartford (Home Gdns) & Gravesend via Bluewater Stn, daily early am and evenings*) Withdrawn (replaced by 480).
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Sunday 28th July (continued):

- 477 (*Arriva KT, Orpington Stn & Dartford (Home Gdns), M-S exc. evgs*) Extended M-F offpeaks and Sats via Watling Street to Darent Valley Hospital and Bluewater.
- 480 (*Arriva KT, Dartford (Home Gdns) & Gravesend via Bluewater Stn, daily early am and evenings*) Extended from Home Gardens to Temple Hill (Joyce Green Lane terminus). Rerouted to double-run via Bluewater Bus Station. Frequency increase M-F from x20 to x10-15 in M-F peaks, x10 offpeaks; Sats increased from x30 to x12; Suns from x30 to x15. Introduced daily evenings x30 (although Suns late evgs are x60), and earlier in the mornings. Changes directly replace the 470 and partly replace the 490, the fast link between Ebbsfleet and Bluewater being lost.
- 480A (*Arriva KT, Gravesend & Riverview Park, Daily except evgs*) Renumbered 491.
- 481 (*Arriva KT, Gravesend & Riverview Park, M-S, extended SDO to Ebbsfleet*) Withdrawn late evenings and Sats. Possible rerouteing in Gravesend - confirmation next time.
- 482 (*Arriva KT*) New route. Gravesend & Kings Farm via current 483. Daily except Sunday evgs. Runs x20 M-F except evgs (483 had been x30), remains x60 evgs & Suns.
- 483 (*Arriva KT, Bluewater & Kings Farm, daily except Sun evgs*) Withdrawn between Gravesend and Kings Farm (replaced by 482).
- 490 (*Arriva KT, Bluewater & Gravesend daily except early am and evgs*) Withdrawn (see 480).
- 490 (*Arriva KT*) New number for former 490A. Bearing in mind it operates out of Gravesend in the opposite direction to the old 490, let's hope this change is well publicised!
- 490A (*Arriva KT, Gravesend & Singlewell, daily*) Renumbered 490.
- 491 (*Arriva KT*) New number for former 480A.
- 497 (*Arriva KT, Ebbsfleet Acad. & Dartford (Temple Hill), SDO*) Revised timetable for reliability.

Finally, from 1st to 31st August, Arriva will be operating an express service 701 between Maidstone and Bluewater, daily (except evgs) x30 mins, stopping only at Maidstone East en route.

PUBLICITY NEWS

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

Proposals to extend route 241 to serve the Queen Elizabeth Olympic Park are covered in two items of publicity. **“Your 241 bus route. Your say.”** is a landscape double sided A5 in the established ‘Have your say’ format’. The front features a drawing of an Enviro 400 and QR code, this being repeated on the reverse alongside other ways of making comments by the deadline of Monday 8th July 2024. The QR code also appears on **“Route 241 – proposed extension to Here East and the Queen Elizabeth Olympic Park”** a double sided A4 sheet which offers more details about how the route will improve frequencies on common sections shared with routes 339 and 388. A map shows the current route from Stratford Old Town Hall and the proposed projection beyond Stratford City. Despite the General Election being called on 22nd May, this is dated 29th May and seems to have avoided any limitations arising from Purdah.

One item affected by Purdah rules is a ‘flyer’ consulting on Superloop routes SL5 and SL7. Several media outlets reported that the item was erroneously available for a short period before being withdrawn. Further details would be welcomed.

The latest London Bus Museum running day is **“Routes 61 & 261 heritage day Saturday 14 September 2024”** offering free rides between Lewisham and Chislehurst, via a change on the overlapping sections of the two routes between Bromley North and Locksbottom. The single sided A5 sheet features a drawing of RT214, suitably blinded for route 61, alongside a simple route diagram and

narrative providing a brief overview of the event and accompanying Open Day at Bromley Garage. Those needing further information can scan the QR code.

Arriva services 100, 101 and 102 from 2nd June are covered in **“Luton to Stevenage via Hitchin”**, a sixteen-page slimline book laid out in a similar style to the A5 Watford and West Herts books reviewed in TLB714. The front cover highlights the thirty-minute frequency to Luton Airport and combined fifteen minute frequency across the three routes.

Luton’s neoclassical Town Hall dominates the cover of **“Your Bus Guide to Luton & Dunstable”**, a multifold slimline issued by Centrebus. Valid from 7th April 2024 it opens out to show timetables on one side, with fares and map on the reverse.

Potential customers of the demand responsive Herts Lynx can find out more in **“How do I book a journey? User Guide”**, a multifold A5 featuring a drawing of a Mercedes minibus on the black cover. It is undated but has a January 2024 date in an illustration inside showing how to book online.

Windsor’s Long Walk features on the front of **“frequent connections across the Chilterns and beyond”**, the promised forty-page slimline book from Carousel. Completing the set of publicity reviewed in TLB718, valid from 2nd June the cover proclaims it has timetables for the ‘Chiltern Hundreds’ group of routes plus services 577, 581 and 583. Also included inside is a timetable for Sunday only route X103 which is dated 9th June. The latest ‘Carousel Country’ logo on the cover is accompanied by a corner flash ‘featuring flightline 102 fly to Heathrow up to every 30 mins’. As well as the comprehensive timetables for each route there is a useful summary timetable showing routes 102, 103 and 104 between High Wycombe and Beaconsfield. Accompanying the timetable information is a comprehensive range of maps including a double page network map which also shows ‘the One’ network towards Amersham and Chesham. ‘Where to board your bus in..’ maps are provided for High Wycombe, Beaconsfield, Uxbridge, Windsor, Gerrards Cross, Amersham, Slough and Langley whilst Heathrow has a map of the Central Bus Station and rail links between the terminals. This section is completed by a page encouraging passengers to sample the delights of Uxbridge and Windsor.

Visitors to the London Bus Museum on 23rd June received **“Summer Festival”**, an eight-page A5 book featuring drawings of RF600 and RMC1510 on the cover. Inside an article, illustrated by Ee172 in commemorative livery, outlines the contribution the Windrush generation made to London Transport operations. The rear cover has the timetable for route 462 linking the museum with Weybridge.

‘Reprinted December 2023. Includes revised 127 timetable’ features prominently on the cover of an updated version of **“Bustimes”** from Compass Bus. It also carries 24th July 2023 used by the original reviewed in TLB709. This has subsequently been superseded by a new **“Bustimes”** book dated 2nd April 2024. This is a sixty-four page A5 book featuring a cover photo of a double decker on Worthing town service 8A to South Ferring. Inside are full timetables of all the company’s routes across Sussex and Surrey together with a network map plus town plans of Worthing, Haywards Heath, Burgess Hill and Lewes.

A further trio of A6 leaflets from Metrobus feature different cover colours and a cartoon single deck bus on each. There is a beige cover on **“32”**, a multifold leaflet providing times valid from 25th February 2024. The company’s full network map is accompanied by a map of the route with larger scale insets for town centres at Guildford, Dorking and Redhill. Valid from 24th February 2024 is **“200”**, a twenty-page book with navy cover. It also has the same maps as well as a full timetable for the route. Completing the set is multifold **“231, 233”** which has a dark green cover valid from 27th November 2023.

CURRENT VEHICLE NEWS

Section Editor: Chris Jennings, 30 Kingcup Avenue, Green Lane, Leverstock Green, Hemel Hempstead, Hertfordshire HP2 4GF or by e-mail to chris_routemaster@hotmail.co.uk. This section covers the current vehicle news (including initial disposals) of bus operators within the ‘TLB’ area, roughly comprising the old LT/LCBS areas.

General news:

Preserved London buses at the **Brooklands Summer Festival** on 23rd June (in addition to the normal residents) were: RF354, RF453, RF600, RM938, RM1005, RM1033, RM2037, RMC1497, RML880, RML2334, RML2499, RML2731, RW2, T23, T747 (aka T1983), LDP285 (GAL), TA1 (SLN), 18214 (SLN) and 19000 (SLN) plus ex LCBS SNB449 and ex London & Country 610. Current vehicles were DE279 (Cardinal, ex Tower Transit DML44279), Ee172 (GAL), TE715 (Cardinal, ex ML), VWH2702 (ML), 605 (Uno C17 UNO, ex RATP SDE20211) and 15089 (Stagecoach East, ex SLN). London Country Fleetline **XF3** (CUV 53C) arrived at the London Bus Museum the following week, having been recently donated.

The fleet of **electric buses** on the TfL network is steadily growing, with over 20% now electric. See the tables below, which show the number of electric buses per operator at present. Please note this includes delivered buses that are awaiting introduction into service.

Arriva London	110	NB: including EMC1-9/11-14 which are stood down.
Go Ahead London	660	Includes ‘demonstrators’ EL1 and MVB1. NB: Not including SEe37-40 as not in TfL use.
Metroline	261	Includes LT11. Not including OEM2750 as not in TfL use.
RATP	335	
Stagecoach London	204	
Transport UK	248	
Uno Bus	7	NB: includes withdrawn BYD1471/73/75.

Total: 1825 electric buses (correct to 3rd July).

Other electric buses in the LOTS coverage area but operating on non-TfL services are:

Big Bus Company	9	AN327-30/32/33/35/36/42 (LJ12 GKL, GSZ, JSX, GTZ, JSY, JWA, L JL, JUT, JVZ). In use on Central London sightseeing.
Centaur Overland	2	Optare MetroDeckers CN21 FZA/B In use on the University of Greenwich service
Go Ahead London	4	E200EVs SEe37-40 (LJ66 CHK/L/N/O) In use on ‘HereEast’ contract in Stratford, E20
Metroline	1	Optare MetroCity OEM2750 (YJ71 GPX) In use on local Potters Bar town route PB1
Mullany’s Buses	4	E400EVs E030-33 (LG22 AYA/B/C/D) In use on the Warner Bros Studios visitor shuttle service from Watford Junction - Leavesden
Stagecoach South	9	BYD E200EVs 74001-9 (LJ68 CZA/B/C/D/E/F/G/H/K) In use on Guildford Park & Ride services.
Tootbus	2	ULE100 (PO68 CAX) and VXE732 (YJ11 TVT). In use on Central London sightseeing routes

Total: 31 electric buses (correct to 3rd July).

ARRIVA LONDON**ARRIVA LONDON NORTH** - AD, AR, CT, DT, DX, E, EC, GY, SF and WN;**ARRIVA LONDON SOUTH** - BN, N, TC and TH.

Some route reallocations are expected during August, with the 19/N19 moving from Tottenham (AR) to Stamford Hill (SF), the 259 from Edmonton (EC) to Tottenham (AR) and the N279 from Edmonton (EC) to Enfield (E). As a result, route 158 will be the only route operated from Edmonton (EC). EC still houses E400s (T22-35) in the training school fleet and some DW/T buses for allocation onto Rail Replacement work (see below).

Following the planned closure of Colindale Station on the Northern Line for re-development work from Friday 7th June to December 2024, Palmers Green (AD) and Edmonton (EC) are assigned the contract to operate route NL6 (Colindale Station to Hendon Central Station). The service operates Monday to Friday, every 15 minutes at peak times (05:15 to 10:00 and 16:00 to 20:00) using a mix of mainly StreetDecks (SW5/7/8/10), and E400s. NB: This route shows up as UL56 on London Vehicle Finder (LVF).

7 x DW buses, made available from the full conversion of route 307 (E) to Electroliner operation are now based at EC for use on Rail Replacement duties, although are also used on route 158. Some of the E400s released from route W3, that had been stored at CT, have now also moved into EC for potential use on Rail Replacement duties.

Driver type-training commenced on 11th June at TH on the Electroliners, using ES17 and ES23, in preparation for the batch ES17-37 being deployed on route 64 in mid-July to replace E400s. Electrification works at TH have taken a lot longer than expected and will now pave the way for further Electroliners (ES85-160) for routes 50, 194, 250/N250, 289 and 689 and a batch of GB Kites for route 255 later in the year.

Route W3 (WN) has now received its full complement of Volvo B5LHs to replace its E400s as per its contract renewal. Technically HV201-206 (from EC), HV233-248 (from CT) and HV322/323 (from BN) replace T204-226 on route W3. HV57-59 (from BN) and HV64-66 (from AD) transferred into EC to release HV201-206 on to WN.

The next batch of Electroliners (ES51-84) for route 279/N279 (E) is currently being delivered. ES53 was unfortunately involved in an RTC whilst on road test in Ballymena, Northern Ireland on Friday 14th June, resulting in front and nearside damage.

3 of the StreetDecks (SW2-4), previously used on route 340 before it was lost to RATP (BT), have now transferred to Arriva North West for use on Merseyrail replacement work in the coming months.

Only one of the LTs (LT237/238, 327-350) allocated to route 254 (SF) is still to be refurbished and repainted - LT345. At AR, LT593 is still to be done. At CT, LT524/28 are still to be done.

LT576 had been VOR (off the road) since 13th October 2023 and was back in service on 11th June. LT593, VOR since 6th April 2023, was back in service on 22nd June.

Buses in the fleet to the latest TfL 'Vision Zero' specification thus far are MetroCity EVs EMN1-4, which are allocated to route 377 (E) and Electroliners below (new deliveries).

Recent repaint/refurbs noted include LT330, LT332, LT338, LT349, LT350, LT518, LT519, LT521, LT523, LT530, LT531 and LT537.

New Deliveries (commencing July):

ES51-71 (LV24 VSA/C/D/E/F/G/J/K/L/M/N/O, WUB/C/D/E/G/H/J/K/L) for route 279/N279 (E).
Wrightbus StreetDeck Electroliner 10.6m H40/20D. All to latest TfL 'Vision Zero' specification.

Transfers:**January 2024**

ENX1 TC/TCu

April 2024

SW3 AD/ECu

HV3 DT/DTw

May 2024

DW334 E/ECw

HV2 DT/DTw

T218 WN/WNu

June 2024

DW414 E/ECu

DW503 E/EC

DW505 E/EC

DW506 E/EC

DW507 E/EC

DW508 E/EC

DW509 E/EC

DW510 E/EC

ENX1 TCu/TC

ES17 THu/THt

ES18 ECu/BN

ES23 THu/THt

HV57 BN/EC

HV58 BN/EC

HV59 BN/EC

HV65 AD/EC

HV66 AD/EC

HV188 AD/AR

ARRIVA LONDON continued

June 2024 continued		T206	WN/ECu	T221	CTu/ECu	ES59	--/ECu
HV201	EC/WN	T207	CTu/EC	T223	WN/ECu	ES60	--/ECu
HV202	EC/WN	T208	CTu/ECu	T224	CTu/ECu	ES61	--/ECu
HV203	EC/WN	T209	WN/EC	July 2024		ES62	--/ECu
HV204	EC/WN	T210	CTu/EC			ES63	--/ECu
HV205	EC/WN	T211	CTu/ECu			ES65	--/ECu
HV206	EC/WN	T212	CTu/ECu			ES66	--/ECu
LT576	ECu/EC	T213	CTu/ECu			ES67	--/ECu
LT593	ARu/AR	T214	WN/ECu			ES69	--/ECu
SLS26	CNw/THw	T216	WN/ECu			HV64	AD/EC
T204	CTu/ECu	T219	CTu/ECu			LT497	CT/BN
T205	CTu/EC	T220	WN/ECu	ES19	ECu/BN		
				ES51	--/ECu		
				ES52	--/ECu		
				ES54	--/ECu		
				ES55	--/ECu		
				ES56	--/ECu		
				ES57	--/ECu		

All-over advert changes:

EA11 from advert for McCains back to Red
 HV212 to advert for Holy Ghost & Fire
 HV378 to advert for £5.25 All Day
 LT299 and LT722 to adverts for Pantene
 LT431 from advert for MS BraFit back to Red
 LT494 to advert for Sonos F
 LT513 and LT518 to adverts for Sonos M

LT600 and LT962 to adverts for Maybelline
 LT721 to advert for Supacell (Netflix)
 LT732 to advert for Habitat
 LT954 from advert for Jacamo back to Red
 LT964 to advert for Zipcar
 LT981 to advert for Euros 2024

Disposals:

DW190, T42, T215 to Ensign Bus (June).
 SW2/3/4 to Arriva North West (June).
 T98/100-109 have returned off lease (June).

NB: All disposals listed in TLB718, pg.24 are now known to have passed to Ensign Bus, except ENS21 that passed to South East Bus Supplies.

ARRIVA'S 'COUNTRY BUSES' (within Arriva Southern Counties and Arriva The Shires)

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 garage, Arriva Kent Thameside licence).Transfers:

1623 NF/NFw

Part 2: Hertfordshire and West Essex (HA, HH, SV and WE garages, all on AKT licence)

Further to TLB718, pg.25/26; it is now known that Optare Versa 2953 (YJ61 MHV) is a permanent transfer from area 3 (WB) to HH.

The first of a batch of E40Ds from Area 3 (AY) has started to transfer into HH, for deployment onto route X5 (Aylesbury to Hemel Hempstead) in due course, when the route transfers from AY to HH later in the month.

Into the fleet:

5462 (SN15 LPL) AD E40D - AD Enviro400 10.9m H45/31F.

Transfers:

1007 HHt/HHu. 1012 HAs/WEs. 3571 HH/HHw. 3763 HH/SV. 4043 SV/HH. 4321 HH/SV.
 5462 Area 3 (AY)/HH. T533 HHt/HHw.

ARRIVA'S COUNTRY BUSES continued

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

The closure of both Aylesbury (AY) and High Wycombe (WB) garages has been confirmed with the last day of operation to be 27th July. WB garage at Cressex was being explored for potential onward use by Carousel Buses to house their expanding fleet, although this was not confirmed at time of going to print.

From Saturday 8th June, double decks now operate some route 321 workings on the weekends to help with passenger capacity issues. Volvo B9TLs 4107/4114 and Volvo B7TL 6448 were seen in use on 8th June.

Further to TLB718, pg.25/26; it is now known that Optare Versa 2953 (YJ61 MHV) is a permanent transfer from WB to area 2 (HH).

Optare Versa 2982 is currently at Tunbridge Wells (TW) awaiting engineering attention and is unlikely to return to WB. Further details to follow when known.

StreetLites 2313, 2324 and E40D 5462 have been repainted into light blue livery. NB: This completes the batch 2313-28.

Correction to TLB717, pg.25: 4103 (YJ08 EEW) did not transfer into Area 3 (LD) and instead went to MK (out of our coverage area).

Training bus into the fleet (on loan from Arriva London):

T18 (LJ08 CVO) AD Trident - AD Enviro400

Transfers:

2982 WB/WBu. 3011 AY/AYu. 4212 WB/WBu. T18 ECt (Arriva London) Nt/LDt. T486 LDt/LDw.

Out of the fleet:

2953 (YJ61 MHV) to Area 2 (HH) - See also TLB718, pg.25

4772 (YJ56 KFD) returned back to Arriva Midlands (was never used at AY)

5462 (SN15 LPL) to Area 2 (HH).

Disposals:

2211, 5425, 6403, 6439, 6447 and T486 to Shelton Motors for scrap (June).

A2B TRAVEL GROUP, Royston

E20D MMC YX68 UJT was completely burnt out in an engine fire incident in Quendon whilst on route 301 to Bishop Stortford at approximately 4pm on 25th June.

BIG BUS COMPANY, Earlsfield

Ankai tri-axle open toppers AN327-30/32/33/35/36/42 (LJ12 GKL, GSZ, JSX, GTZ, JSY, JWA, LJL, JUT, JVZ) have been converted from diesel to electric and now carry appropriate '100% electric' signage in green to reflect their new credentials.

CARDINAL BUSES, New Haw, Surrey

DE279 (YX61 FYB) and TE1073 (LK10 BZV) have been repainted into two tone red fleet livery.

CAROUSEL BUSES, High Wycombe

With the confirmed closure of Arriva's High Wycombe (WB) garage after service on 27th July, a batch of 12 x E20D MMCs (formerly with First Glasgow), 9 x Volvo B7RLEs (formerly with Xplore Dundee) and 8 x E400s (formerly with National Express West Midlands) have been acquired. The E20D MMCs and Volvo B7RLEs have been sourced through Ensign Bus.

The intention is to repaint StreetLites 409/410 (currently in Park & Ride blue livery) and E20Ds 513 (currently in 'Connector' grey livery) and 514 (currently in black) into Carousel red livery.

CAROUSEL BUSES continued

The ‘Wycombe Bus Company’ name is expected to be resurrected for use on local service allocated vehicles in the near future. The current Arriva High Wycombe garage at Lincoln Road, Cressex was being explored as a potential additional operating centre with existing O licence (PF1000671) approval already being granted to supplement the existing Hughenden Avenue Industrial Estate site to give an overall operating capacity of 90 vehicles. However an alternative plan to expand the existing site is reported to be the preferred option.

StreetLite 401 (SM15 HWC) has been VOR since late January.

Acquired:

E20D MMCs YW68 OWA/B/C/D/E/F/G/H/J/K/M/O (fleet numbered **471-482**).

Volvo B7RLEs SP61 CTE/O/U/Y/Z, CUA/H/K/W (fleet numbered **821-829**).

E400s BX09 PFE/F/G/K/O/V, PGU, PHF (awaiting fleet number details).

Of these E20D MMC 480 (YW68 OWK) has been repainted red thus far.

Into the fleet (permanent):

513 (YX69 NVG) E20D - AD Enviro200 (MMC) 9.0m B30F from Thames Travel.

Into the fleet (on loan for now):

219/221/222/227-229 (HF/KF/LF/SF/TF/UF10 OXF) Scania N230UD - Enviro400 10.9m H51/29F.

CENTRAL CONNECT, Harlow and Stansted

Training bus Dart SLF KP02 PVO has been fleet numbered 900 (formerly fleet numbered 1301).

Further to TLB718, pg.27; loaned Mercedes-Benz Sprinter 221 (RX23 TVE) has left the fleet and is now back with Vectare.

E20D MMC 349 (SK73 COU) has been repainted into two tone blue livery.

Scania OmniCity deckers 596/99 (YP59 OEO/V) have been withdrawn in late June.

Into the fleet + in two tone blue livery:

363/364/371 (YY24 HBG/H/U) E20D - AD Enviro200 (MMC) 9.0m B30F. In use from 25th/26th June.

Disposals:

219/223 (RX23 TUY, TVE) to Vectare (mid-June).

333 (YX22 OKC) to Red Rose Travel, Aylesbury (June).

348 (SK73 COJ) to Vectare, Nottingham region. Last used in our area on 17th May.

CENTREBUS, Luton

E20D 567 (YX14 RWU) has been withdrawn following a RTC some time ago.

DIAMOND BUS SOUTH-EAST (Hallmark Connections Ltd), Stanwell

(including Hotel Hoppa) part of Rotala plc

StreetLite 20178 (BD20 ODS) has been repainted into ‘HotelHoppa’ white and purple livery.

ENSIGNBUS, Purfleet

Further to TLB716, pg.29; Volvo B9TL 128 (LX15 GOP) has been restored and was back in service on 29th May after over 14 months VOR.

Open top Volvo B9TL 366 (MX58 DXV) made its debut on Seaside Service 99 on 22nd June.

FALCON COACHES, Byfleet

E20D MMC SK24 CTX has been repainted into fleet livery and branded for route 461.

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

A fleet of a reported 9 brand new coaches are starting to arrive, for allocation onto RailAir services to replace some of the older coaches in the fleet.

Into the fleet:

25101-6 (YR24 OXA/B/C/D/E/F) Irizar i6 coach C??FL + all in RailAir two tone blue livery.

GO-AHEAD LONDON

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

Outstations: FK=Folkestone, KL=King's Lynn, LD=Lower Dicker, LZ=Leighton Buzzard.

One of the Optare MetroDeckers (Me14) was put back in service on route 200 (AL) on 15th June. The rest of the batch (Me1-11/15-17) are expected to return to service in the coming weeks/months, at which point route 200 will be converted back to double deck operation. The fate of the fire victim (Me12) is unknown at this stage. That fire triggered the batch to be stood down from 11th January whilst safety checks and upgrades were carried out to prevent a reoccurrence.

E200EVs SEe270/1 have transferred into Q and been in use on route 355 from 20th June. These are part of the batch (SEe260-71) intended for route P12 (PM), but electrification works are still ongoing at Peckham. Currently just two E200EVs (SEe260/69) are in use on route P12 and being charged overnight by a portable charger.

StreetLite WS87 has transferred into NX for use on route P4, with its first day in service being 24th June. This is the first of its type at NX and on the P4, the route usually being worked by E20Ds. Merton's Ee214 was a first-time strange visitor to route 131 on 25th June, with others of the type appearing occasionally since.

The batch of E400EVs (Ee263-73) intended for route 262 (DS) started to enter service on 29th June, replacing the Volvo B9TLs (WVNs) that had been in use since the route passed from Stagecoach London (LI) on 30th March. These Volvo B9TLs, along with the ones currently used on route 157 at Merton (WVL423-35, which are being replaced by E400EVs), are likely to be needed for routes 99, 269 and 401 all won from Arriva London (DT) in January 2025, until their new electric buses arrive.

The four E200EVs (SEe332-335) for route 396 (RR) entered service on 29th June, replacing E200s (SE115-118) as part of the tender re-award. SE115 has since moved to Merton (AL).

The full batch of Irizar Ie-tram buses (IE1-20) intended for route 358 have arrived, with IE9-20 still unregistered at this stage. Route testing is due to commence in the coming weeks, although introduction into service remains 'optimistic' for August and likely to be delayed.

The E40H MMCs (EH41/42/61-73) allocated to route 78 (PM) are in the process of being refurbished/repainted, with EH41/42/68/69 completed so far. Some MHVs are also to be included. The Volvo B5LHs at AL intended for allocation on route 57 (alongside E400EVs) are being refurbished/repainted, with WHV42-44/81/104/107/108/165 completed so far.

EH285 was involved in a RTC with a refuse lorry on Kings Road whilst on route N11 on 20th June, suffering front damage. WVL413 had a mishap on 21st June when it collided into a warehouse off Tunnel Avenue, very near to Morden Wharf (MG), suffering severe frontal damage.

Recap on the 'Commercial fleet' and liveries worn:

E3-7/9-12/14-15, E129, E255-259, E284/285, EN2, EN10-15, LDP35, SE85 are in red with grey skirt.

E101-104, EN16, EN17 and SE86 are all red.

E281-283 are in two tone green livery and branded for the 'University of Roehampton' student/staff service.

EN1 and RML2318 are in red and white 'GENERAL' heritage livery.

EN3, SE87, SE90, SE91 and VWL47-54 are in cream and burgundy livery.

MEC14, SE26 and SEe37-40 are in 'HereEast' livery for contract in Stratford, E20.

RM9, RML2305, DRM2516, RML2604 are red with cream band above the lower deck windows.

Recent repaint/ refurb are EH68, EH69, LT306, MHV88, MHV90, WHV42, WHV43, WHV44, WHV81, WHV96, WHV100, WHV104, WHV107, WHV108 and WHV165.

To re-cap: LT306-311, 391-427, 452/453/458/459, 478 and 512 at RR are refurbished/repainted.

GO-AHEAD LONDON continued**New delivery:**

IE20 (not registered yet) Irizar Ie-tram 12.16m B35D for route 358 (MB). Full batch (IE1-20) in storage.

Transfers:

Corrections: TLB718; SEe267/268 actually moved C/AL rather than C/AF (May 2024), *As a trial, we will be showing some corrections within the transfers, using ~~strike-through~~ to indicate the incorrect information.*

January 2024	June 2024	Ee263	--/SIu/DS	SEe271	GASu/Q
WS48 C/Cu	E118 AL/PM	Ee264	--/SIu/DS	SEe314	SIu/AF
	E119 AL/PM	Ee265	--/SIu/DS	SEe315	SIu/AF
February 2024	E120 AL/PM	Ee266	--/SIu	WS48	Cu/C
SEe22 NX/NPu	E121 AL/PM	Ee267	--/SIu	WS78	AFu/AF
	E161 AL/PM	Ee268	--/SIu/DS	WS87	AF/NX
April 2024	Ee35 NPu/NP	Ee269	SIu/DS	WVL413	MG/MGu
SOE3 AL/ALw	Ee210 SIu/AL	Ee270	--/SIu		
SOE11 AL/ALw	Ee215 SIu/AL	Ee271	--/SIu/DS	July 2024	
SOE21 AL/ALw	Ee217 --/SIu	Ee272	--/SIu	E123	AL/PM
	Ee243 MGu/AL	Ee273	--/SIu	E162	AL/PM
May 2024	Ee247 RRu/SIu	EH43	Q/SW	Ee216	SIu/AL
SE98 SI/SW	Ee248 MGu/AL	EH285	SW/SWu	Me15	PLu/AL
SEe6 NPu/NP	Ee250 MGu/AL	IE20	--/NXu	SE115	RR/AL
SEe267 C/ AF /AL	Ee251 MGu/AL	Me14	PLu/AL	SE116	RR/AL
SEe268 C/ AF /AL	Ee252 MGu/AL	MEC46	MGu/MG	SE117	RR/AL
SEe323 --/SIu	Ee253 MGu/AL	SE99	DS/SI	SEe316	SIu/AF
SOE2 AL/ALw	Ee254 RRu/SIu	SE125	AF/AL	SEe319	SIu/AF
SOE14 AL/ALw	Ee255 MGu/AL	SE133	AF/AL	SEe320	SIu/AF
SOE15 AL/ALw	Ee257 RRu/SIu	SE173	AL/C		
SOE30 AL/ALw	Ee258 RRu/SIu	SE174	AL/C		
SOE31 AL/ALw	Ee259 RRu/SIu	SE285	AL/NX		
SOE32 AL/ALw	Ee260 MGu/AL	SEe42	Qu/Q		
WHV101 DS/RR	Ee261 RRu/SIu	SEe269	GASu/PM		
	Ee262 MGu/AL	SEe270	GASu/Q		

Note: GAS = Go-Ahead Swindon

All-over advert changes:

LT42 from advert for Jacamo back to Red
 LT445 to advert for Zipcar
 LT448 from advert for San Miguel back to Red
 LT505 from advert for Jacamo to one for Fulfil Protein Bars
 LT847 from advert for Heineken back to Red
 LT854 from advert for Innocent Fruit Juice Apples & Limes to one for Pantene
 LT855 from advert for Jacamo to one for Fulfil Protein Bars
 LT856 from advert for Cos back to Red
 LT857 from advert for Tropicana Orange to one for Habitat
 LT862 from advert for Brewdog to one for Supacell (Netflix)
 LT865 from advert for Heineken to one for Zipcar
 LT900 to advert for Fulfil Protein Bars

Disposals:

SOE8/12 have been cannibalised at RR prior to scrapping (June).
 VC7/10-13 to Brighton & Hove Buses (June). VC7/10/11/13 are now 526/5/3/4, VC12 is for spares.
 VC8/9 to Dartline, Devon (June) though initially moved to Brighton.

GO-COACH HIRE, Swanley

E400 9514 (SN59 AWC) is currently on loan to Hulleys of Baslow (from 5th June). These add to Optare Solo 3902 (YJ11 EKB) and Optare MetroCity 6201 (YJ18 DKX) which are still on loan there.

LANDMARK, Arlesey

Dennis Trident LX53 JYJ has been reinstated and is back in use on School workings. Dennis Trident LX03 BXN has been stood down in June, upon its MoT expiry.

LITTLE JIM'S BUSES, Berkhamsted

As per information in TLB717, pg.30, from here on we no longer cover this operator as it is no longer trading

Disposals: Optare Solos MX53 FEF and YJ54 BTE both left the fleet in May.

LONDONER BUSES, Wandsworth

Heritage route T15 has a Peak Vehicle Requirement (PVR) of 2 in the week and 3 at weekends, using running numbers 101/102 (M-F) and 101-103 (Sat/Sun).

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

Volvo B9TL 6907 (BJ63 UJG) has been repainted into Metrobus two tone blue livery.

Volvo B7TLs 6945 (LK04 CPY) and 6948 (LK04 CVH) were both withdrawn in late June.

To recap on route branded buses in the fleet:

6003/6-13/20/21, 6051-70 are in 'Fastway' blue livery for route 10 (Bewbush to Gatwick Airport) and 20 (Horley to Pease Pottage).

6102-4, 6626-33 are in 'Fastway' blue/silver livery for route 100 (Maidenbower & Redhill).

6124-27 are branded for 'Gatwick Direct' route 200 (Gatwick Airport to Horsham)

6701/2 are branded for Epsom local route E9 (Epsom to Clarendon Park) & E10 (Epsom to Noble Park)

6956-59 are branded for route 400 (Caterham to East Grinstead).

Into the fleet:

6931-7 (BJ11 XHA/B/C/D/E/F/G) Volvo B9TL - Wrightbus Gemini H43/28F. Formerly fleet numbered 401-7 with Brighton & Hove (B&H) Buses. All are still in B&H livery for now.

METROLINE (within the Comfort DelGro group of Singapore)

METROLINE TRAVEL - AC, AH, EW, HD, HT, PA, PB, PV, SG and W;

METROLINE WEST - G, HZ, UX and WJ. Additionally CELF.

The site at Perivale East (PA) used to store buses was emptied by 15th June and has been returned off lease, with all buses re-housed at other garages including HD, HT, HZ, PB, PV and W. The CELF (Central Engineering and Logistics Facility) located in the same Perivale Industrial Estate is unaffected and is still where the bus fleet goes for bigger maintenance works and annual MoTs. Note that in the transfers section below, Volvo BZL/MCV (VMS/VMSL) and Electroliners (WDE) now mentioned under PVu are in storage undercover at Athlon Road, Alperton (an outstation of PV).

A trio of Volvo B9TLs (VW1056-58) transferred from AH into UX in late June, the first of the type for Uxbridge. VW1056 was the first in use on 27th June on route U4, with VW1057 on route 222 later the same day and all three on the 114 on 1st July.

The 9.7m E20D MMCs (DEM2681-96) allocated to route 393 (HT) are starting to be refurbished/repainted as part of the upcoming tender re-award with DEM2686/90 being completed thus far. To help facilitate this process, DEM1914/18 have transferred from PB from HT to serve as 'float vehicles'. DEM1347-49 have also transferred from PB to HT to allow the 3 older 10.2m E200s (DE1619/27/50) to be stood down. Note DE1327 is still in use at HT.

A batch of B5LHs at Willesden (AC) are in the process of being refurbished/repainted as part of the tender renewal for route 260, with VWH2364/65/69/71/73 completed thus far.

Recent repaint/ refurb are LT553, VWH2314, VWH2350, VWH2352, VWH2358, VWH2365, VWH2369, VWH2371, DEM2686 and DEM2690.

METROLINE continued**New Deliveries (June):**

WDE2906-2919/21-24 (LV24 VOJ/K/M/O/P/T/U/Y, VPA/C/D/E/F/G, VPK/L/M/N)

Wrightbus StreetDeck Electroliner 10.6m H40/20D. Intended for route 113/N113 (EW).

Transfers: (h suffix = Hertfordshire Commercial Fleet).

Date unknown	DE1650	HT/HTw	VMS2827	PAu/PBu	VMSL2894	PAu/CELF	
TE1573	PAw/HZw	DEM1914	PB/HT	VMS2828	PAu/PVu	VMSL2895	PAu/PVu
VWH2136	PAu/CELF	VWH2336	HT/AH	VMS2829	PAu/HZu	VMSL2896	PAu/Wu
		VWH2341	HT/AH	VMS2830	PAu/HZu	VMSL2897	PAu/Wu
February 2024		VWH2342	HT/AH	VMS2831	PAu/PVu	VMSL2898	PAu/Wu
VWH2338	HT/HTu	VWH2432	G/AC	VMS2832	PAu/HZu	VMSL2899	PAu/HZu
		VMH2451	PV/HT	VMS2833	PAu/HZu	VMSL2900	PAu/CELF
March 2024		VMH2453	PV/HT	WDE2857	PAu/PVu	VMSL2901	PAu/PBu
DE1027	W/Ww/HZw	WDE2801	PAu/EW	WDE2858	PAu/PVu	VMSL2902	PAu/HZu
VMS2822	PAu/WJt	WDE2803	PAu/EW	WDE2860	PAu/PVu	VMSL2903	PAu/PVu
		WDE2805	PAu/PVu	WDE2861	PAu/PVu	VMSL2904	PAu/HZu
April 2024		WDE2806	PAu/PVu	WDE2863	PAu/HT	VMSL2905	PAu/HZu
DE1012	UX/Gw	WDE2807	PAu/PVu	WDE2864	PAu/HT	WDE2906	--/PVu
		WDE2808	PAu/PVu	WDE2865	PAu/HT	WDE2907	--/PVu
May 2024		VMS2809	PAu/HZu	VMSL2878	PAu/PVu	WDE2908	--/PVu
DE1619	HT/HTw	VMS2810	PAu/PVu	VMSL2879	PAu/PVu	WDE2909	--/CELF
		VMS2812	PAu/HZu	VMSL2880	PAu/PBu	WDE2910	--/CELF
June 2024		VMS2811	PAu/.u	VMSL2881	PAu/CELF	WDE2912	--/CELF
DE993	UX/Gw	VMS2813	PAu/HZu	VMSL2882	PAu/HZu	WDE2913	--/CELF
DE1013	UX/Gw	VMS2814	PAu/HZu	VMSL2883	PAu/HZu	WDE2915	--/CELF
VW1056	AH/UX	VMS2815	PAu/HZu	VMSL2884	PAu/Wu	WDE2917	--/CELF
VW1057	AH/UX	VMS2817	PAu/PVu	VMSL2885	PAu/HDu	WDE2918	--/CELF
VW1058	AH/UX	VMS2818	PAu/PVu	VMSL2886	PAu/PBu	WDE2919	--/CELF
DE1124	G/UX	VMS2819	PAu/HZu	VMSL2887	PAu/PBu	WDE2922	--/CELF
VW1175	PAu/.u	VMS2820	PAu/HZu	VMSL2888	PAu/HZu	WDE2923	--/CELF
VW1186	PAu/PV	VMS2821	PAu/HZu	VMSL2889	PAu/HZu		
DEM1348	PB/HT	VMS2823	PAu/Wu	VMSL2890	PAu/HTu	July 2024	
TE1423	PAu/Gu	VMS2824	PAu/PVu	VMSL2891	PAu/HZu	VW1054	AH/UX
DE1620	PAmt/CELFmt	VMS2825	PAu/HZu	VMSL2892	PAu/PVu		
DE1627	HT/HTw	VMS2826	PAu/PBu	VMSL2893	PAu/.u		

All-over advert changes:

LT563 from advert for Expo 2030 Korea v2 back to Red

LT760 to advert for Fulfil Protein Bars

LT761 to advert for Euros 2024

LT764 from advert for Taylor Swift back to Red

LT765 to advert for Zipcar

LT767 to advert for Habitat

LT794 from advert for Tropicana Orange back to Red

LT796 to advert for Supacell (Netflix)

LT800 from advert for Heineken back to Red

VWH2334 to advert for Holy Ghost & Fire

VWH2337 to advert for £5.25 All Day

VWH2373 from advert for Holy Ghost & Fire to one for £5.25 All Day

METROLINE continued

Disposals:

DES793, TE880, TE982, DE1007/27/29, TE1097, TEH1111/13, TE1573, DE1640 to Ensign Bus (June).
VW1823-25/27/40/41 to Metroline Manchester (for use as ‘training buses’) (July)

GRANT PALMER, Flitwick

Transbus Trident 704 (LX04 FYN), having been stood down since June 2023, has been restored to service, first used on 13th June. Volvo B9TL 713 (GP55 BUS) has been withdrawn following a RTC whilst on the Luton ‘Busway’ on 7th May. It collided with a maintenance van and suffered severe front damage.

Recap on personalised registration numbers in the fleet:

BU51 WAY (ex LX06 EAW) fleet number 707	BU57 WAY (ex SN57 GMU) fleet number 709
BU52 WAY (ex SN08 BXO) fleet number 710	BU58 WAY (ex PO58 KPT) fleet number 708
BU53 WAY (ex SN08 BXU) fleet number 711	BU59 WAY (ex YT61 GOU) fleet number 714
BU54 WAY (ex LX06 DZU) fleet number 706	GP55 BUS (ex SN08 BYC) fleet number 713
BU56 WAY (ex SN08 BXS) fleet number 712	GP56 BUS (ex YT61 GPX) fleet number 715

Note:

BU5* WAY refers to their use on the Luton ‘Busway’ network, GP** BUS to the company name.

RATP-DEV TRANSIT LONDON

LONDON SOVEREIGN - BT, CP and SO; **LONDON TRANSIT** - X;

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

The Sunday operation of route H14 (Northwick Park Hospital to Hatch End) was moved from SO to CP in mid-May, now operated by its usual Monday to Saturday allocation of E40D MMCs (ADH45290-7). BCE class E400EVs from SO, latterly the standard Sunday allocation, now only make very occasional visits.

Route 211 (V) was duly lost to Transport UK on 29th June, with its previous allocation of LT buses (LT664-681) likely to be reassigned to AV for the tender re-award of route H98, replacing E40Ds. LT667 was the first to make the move, and is being used for type training. To fill the gap at V, route 440 along with DME30361-72 transferred from RP into V on the same day.

Route 465 (TV) was lost to Transport UK also on 29th June, with E20D MMCs (DLE30049-53/68-70) previously used due to be redeployed elsewhere. In early July, the Kingston University services and their dedicated batch of Volvo B5LHs (VHL45209-15) plus the ‘spare’ E400 (ADE40304) moved from WK to TV.

The Optare MetroDeckers (OME class) at Westbourne Park (X) are starting to appear on route 295 and 452 on a daily basis and the E400EVs (BCE class) are increasingly appearing on route 23, for example with BCE47164/74 in use on 24th June.

The batch of E20D MMCs (DLE30129-40) allocated to route 72 (S) are starting to be refurbished/repainted, with DLE30131 being the first to be done.

BCE47108 was involved in a RTC on 12th June whilst on route SL9, resulting in front damage.

Recap on liveried / non red buses in the fleet:

ADE40304 is in plain white and serves as a ‘spare’ bus for the Kingston University routes.

VHL45209-15 are in grey livery and branded for the ‘Kingston University’ routes.

TDE90010-17 are in a white with turquoise ‘training bus’ livery.

TDE90066-73 are in a red with white and green ‘training bus’ livery.

TDE90074 and TDE90092 are in a blue with orange and white ‘training bus’ livery.

Recent repaint/ refurb include SDE20299, DLE30026, DLE30131, DLE30260, DLE30262, DLE30263, DLE30273, DLE30277, DLE30279, VH45169, VH45170, VH45171, VH45180 and VMH45330.

NB: SDE20297-301 are refurbished/repainted, completing the batch intended for route K4 (TV).

DLE30250-66 are refurbished/repainted, completing the batch intended for route 288/303 (BT).

RATP-DEV TRANSIT LONDON continued

Transfers:

February 2022 (!) ADH45037 AV/V	DLE30340 S/V	DME30369 RP/V	DLE30134 Su/S
		DME30370 RP/V	SP40206 AVw/NCw
	June 2024	DME30371 RP/V	ADE40304 WKc/TVc
December 2023	LT670 V/S	DME30372 RP/V	VH45184 TV/V
DLE30134 S/Su	DE20191 BT/V	VH45183 BT/V	VH45186 TV/V
	DLE30293 AV/WK	VH45187 RP/V	VHL45209 WKc/TVc
February 2024	DLE30336 AV/WK	VH45192 NCu/BT	VHL45210 WKc/TVc
DLE30273 RP/BT	DME30361 RP/V	BCE47108 SO/NCu	VHL45211 WKc/TVc
DLE30329 RPu/Xu	DME30362 RP/V		VHL45212 WKc/TVc
	DME30363 RP/V	July 2024	VHL45213 WKc/TVc
April 2024	DME30364 RP/V	LT667 V/AVt	VHL45214 WKc/TVc
DE20054 S/Su	DME30365 RP/V	LT669 V/S	VHL45215 WKc/TVc
	DME30366 RP/V	DLE30049 TV/FW	
May 2024	DME30367 RP/V	DLE30050 TV/FW	
DE20175 AVu/AV	DME30368 RP/V	DLE30070 TV/AV	

All-over advert changes:

OME46016 to advert for Chiquita Bananas
 BCE47013 from advert for Ovo Energy 2 to one for Chiquita Bananas
 LT70 to advert for Sonos F
 LT85 from advert for Taylor Swift to one for Maybelline
 LT86 to advert for Habitat

Disposals:

LT461-3 to Transport UK (QB) (July).
 DE20181/83/85/86 left the fleet (May). DE20181 and 20185 were seen being towed away by Ripley, Barnsley in May.
 OS20224 left the fleet (May).

READING TRANSPORT and THAMES VALLEY BUSES

Additional E40D Enviro400-City 11.5m double-deckers are on order, with some intended for LondonLine route 702 and Flightline route 703, with delivery forecast between October and December.

E20D 667 (YX67 UXP) has received purple/orange branding for a new 'Bracknell Shuttle Service', connecting Bracknell Station to Western and Southern Business areas. The service runs in Monday to Friday at peak times, operating every 30 minutes and is free to staff working in the areas served as part of the 'Bracknell BID' scheme.

E40H 1209 (SN11 BTF) has been withdrawn, last used on 24th May.

REDLINE BUSES, Aylesbury

Volvo B9TL/Optare Olympus PO58 NPJ was stood down in October 2023 upon expiry of its MoT.

RED ROSE TRAVEL, Dinton near Aylesbury

The five ex Central Connect E20D MMCs (see below and TLB718, pg.32) drafted in are in plain white and allocated to route 328 (Mount Vernon Hospital to Abbots Langley) which has a PVR of 4. These are understood to be temporary, pending a decision from the council as to the route's long-term future.

Into the fleet:

YX22 OKC AD E20D - Enviro200 MMC 9.7m B34F from Central Connect. In use 11th June.

RED ROSE TRAVEL continued

Recap on personalised registration numbers in the fleet:

E1 RRT (ex YX64 VRK)	E11 RRT (ex YN06 JXX)	Y21 RRT (ex YX61 FZC)
E2 RRT (ex YX64 VRF)	E12 RRT (ex RX16 XFA)	Y22 RRT (ex YX11 AEC)
E3 RRT (ex YX64 VRG)	E13 RRT (ex YM55 SXP)	Y23 RRT (ex YX11 HPL)
E4 RRT (ex KX09 ACU)	E14 RRT (ex YX61 FZH)	Y24 RRT (ex YX12 AEA)
E5 RRT (ex YX08 HBZ)	E15 RRT (ex YM55 SXR)	Y25 RRT (ex YX12 AEF)
E6 RRT (ex OU08 EHO)	E16 RRT (ex YX61 FZE)	Y26 RRT (ex YX12 AEP)
E7 RRT (ex OU08 EHP)	E17 RRT (ex YX61 FZG)	Y27 RRT (ex YX12 AEU)
E8 RRT (ex OU07 FKH)	E18 RRT (ex CX65 BUF)	Y28 RRT (ex YX12 AKN)
E9 RRT (ex OU07 FKJ)	E19 RRT (ex YX08 MDV)	Y29 RRT (ex YX12 AKU)
E10 RRT (ex YX58 DTY)	E20 RRT (ex YX09 FMC)	Y30 RRT (ex YX12 ARZ)

RICHMOND'S, Royston

Further to TLB717, pg.34; Optare Solo SR YJ65 EVD, although still advertised for sale, was back in use from 24th May.

SAFEGUARD, Guildford

Further to TLB713, pg.35; Optare Tempo YJ06 FXM is still in use in the fleet.

Re-add to Fleetbook 2024, pg.97: YJ06 FXM Optare Tempo V1130 B37F.

STAGECOACH LONDON (part of Stagecoach Holdings)

EAST LONDON - AW, BK, BW, CS, HK, NS, RM, T and WH;

LEA INTERCHANGE BUS CO - LI; **SELKENT** - KB, PD, TB and TL.

Saturday 8th June was the first day of operation for the MetroCity EVs (67013-22) on route W11 (AW), in turn replacing 10 x E20D MMCs which will move into HK for route 309, of which 37750/54-56/58 have so far transferred. As of 3rd July, just 67018 was still to enter to service to complete the batch for the W11. The last two dual door Optare Solos (47992/95), previously used on route 309, were withdrawn in mid-May.

Following the conversion of route 379 (AW) to MetroCity EVs (45009-11), the 3 x loaned 8.9m E20Ds have returned to Catford (TL), releasing the 4 x loaned MetroCity EVs to AW in preparation for route W5. The route is due to transfer from HK to AW and be converted from Optare Solos (47983-90)/E200s (36037/8, 36325) to MetroCity EVs (45001-8) on 6th July. The last MetroCity EV on route 124 (TL) was 45005 on 6th June.

Volvo BZL/MCV double-deck 86181 debuted on route 58 (LI) on 22nd June, followed by 86187 on 23rd June. These are part of the 10 ordered for route D7 (HK) but Ash Grove is some time away from gaining electrification so the batch are to be used on route 58, as Lea Interchange has charging facilities.

Electroliner 82041 entered service on route 86 in late May, completing the batch (82015-48). However, it was only 'polling' and showing on London Vehicle Finder (LVF) from 25th June.

A recap on buses in the fleet to the latest TfL 'Vision Zero' specification: MetroCity EVs 45001-11, 67001-22 and Electroliners 82049-64.

Recent repaint/refurbs noted are LT241 and 12385.

E200s 36338, 36339 and 36343 have been repainted into purple 'training bus' livery.

E400s 19804/5 repainted into CitySightseeing red livery.

New deliveries (June):

86181-89 (LJ24 ZNP/R/S/T/U/V/W/X/Y) Volvo BZL - MCV 10.9m H62D ordered for route D7 (HK). 86190 still to follow.

Fleetbook 2024 update, pg.103: E400s 19804/5 (LX11 BJJ/K) have now been converted to PO41/24D.

STAGECOACH LONDON continued

Transfers:

Corrections: TLB718; 19772 actually moved NS/LI rather than NS/WH (June 2024). *As shown below by strikethrough.*

April 2024	19772 NS/ WH /LI	36540 AW/TL	67019 AWt/AW	45008 LI/AW
18909 LI/LIu	19804 WHu/WHc	36656 KB/PD	67020 AWu/AW	82051 HKu/LIu
	19805 WHu/WHc	36690 PD/KB	67021 AWu/AW	82052 HKu/LIu
May 2024	19806 NS/HK	37750 AW/HK	67022 AWu/AW	82054 HKu/LIu
36356 HK/LIw	19807 NS/HK	37755 AW/HK	86181 --/LIu/LI	82055 HKu/LIu
36395 AW/AWw	19808 NS/HK	37756 AW/HK	86182 --/LIu	82056 HKu/LIu
45003 TL/AWu	19809 NS/WH	37758 AW/HK	86184 --/LIu	82057 HKu/LIu
47992 HK/HKw	19819 NS/PD	45003 AWu/AW	86185 --/LIu	82058 HKu/LIu
47995 HK/HKw	19825 NS/TB	45005 TL/AW	86186 --/LIu	82060 HKu/LIu
82041 LIu/NS	19869 T/BK	45006 TL/AW	86187 --/LIu/LI	82062 HKu/LIu
	19872 NS/LI	45007 TL/AW	86188 --/LIu	86186 LIu/LI
June 2024	36338 WHu/WHt	67013 AWu/AW	86189 --/LIu	
10152 NSu/NS	36339 WHu/WHt	67014 AWu/AW		
11054 BK/WH	36529 AW/TL	67015 AWu/AW	July 2024	
12408 WH/PD	36539 AW/TL	67016 AWu/AW	36373 HK/TB	
19753 NS/T	“ TL/KB/TL	67017 AWu/AW	45004 LI/AW	

All-over advert changes:

LT241 from advert for San Miguel back to Red

LT244 to advert for Supacell (Netflix)

LT251 to advert for Maybelline

LT265 from advert for Heineken back to Red

Disposals:

10126, 47992/95/97/99 to Ripley, Barnsley for scrap (June).

15076/86/107/109/120 to Ensign Bus (June).

15091 to North West Bus Sales (June).

15112 to Stagecoach South East for component recovery (June).

36286/87/91/93/94, 36341/45/49/61/67 to Stagecoach North East (June).

36353/57 to Stagecoach East Midlands (June).

36354/58/60 to Stagecoach Yorkshire (June).

36395/96 returned off lease (June).

Further to TLB718, pg.34; 15099 left the fleet in May, but has not yet materialised at Stagecoach South East.

STAGECOACH SOUTH, Peasmarsh, near Guildford

BYD E200EV 74002 (LJ68 CZB) has joined brothers 74003/4 and been repainted into the latest fleet livery, complete with ‘Guildford electrics’ branding.

STAR TRAVEL, Aylesbury

Disposal: MX06 ABO left the fleet (May).

SULLIVAN BUSES, South Mimms

Transfers: WVL10 SM/SMw (May 2023). E49 SM/SMu (January). DS52 SM/SMu (March).

E78 SMu/SM (June).

SUSSEX COACHES, Billingshurst

Mercedes-Benz Citaro-K BF24 AHE is confirmed as B32F.

TOOTBUS, Wandsworth

Scania OmniCity YR10 FGG (ex RATP SP40200) has joined the London fleet, been converted to part open top, now PO41/22D, received Union Flag livery and gained fleet number 17.

Disposals: DLP247/8 (Y547/8 UGC) left the fleet in May for scrap.

TRANSPORT UK

TRANSPORT UK LONDON BUS - BC, QB, WL;

TRANSPORT UK WEST LONDON BUS - DH, GW, TF.

On Monday 10th June the batch of MetroCity EVs (1013-24) intended for route E5 started to be deployed, as success was reached with electrification works at GW. This was the 6th and final garage to receive electric charge. To re-cap; BC operates route 433, DH operates route E6 and U5, GW operates route E5 and E7, QB operates route 133, 306, 322 and C3, TF operates route 111/N111, 481D and R70 and WL operates route 63, 363, 381, C10 and P5. As of 3rd July, MetroCity EVs 1015-24 are in use on route E5 (GW) with 1013/14 in use at QB to ensure a full electric bus allocation on route 322 (technically allocated 1001-12). The last MetroCity EV in use on route 315 (BC) was 1018 on 18th June, while the last MetroCity EV in use on route H20 (TF) was 1019 on 25th June.

On Monday 17th June, the first GB Kite (1702) appeared on route E7 (GW). The batch 1701-12 are due to transfer in the coming weeks to replace E20D MMCs (8863-75). Some of the latter are earmarked to transfer to DH to replace E20Ds (8785-87) on route U7, as part of its tender renewal.

School routes 639 and 670 were duly taken over from RATP (TV) on 10th June, now operated by QB using E40H MMCs. On the first day, E40H MMC 2550 was used on route 639, this bus coincidentally has been fitted with LED destination blinds, which other E40Hs are starting to receive as well, including 2527, 2535, 2542 and 2545.

From 14th June the E400EVs (3430-41) allocated to route U5 (DH) started to transfer into WL (used mainly on route 63, 363 and 381) and '24' plate Electroliner EVs transferred into DH for route U5. This is a temporary measure whilst the BYD/E400EVs charger units at DH get upgraded for faster charge capabilities.

The full batch of intended GB Kites (1713-24) are now in service on route E6 (DH), with 1714 being the last one to enter service from 27th June. The next batch of GB Kites are in the process of being delivered, these being 1725-36 for route R70 (TF) which will replace E20D MMC (8220-31) that are likely to be cascaded within the fleet to replace older E200s.

Route 211 (now Hammersmith to Battersea Power Station) was duly won from RATP (V) on 29th June and is now operated by QB using LT buses already in the fleet and previously used on route 111/N111 and latterly route 133 until their intended Electroliner EVs came in.

Route 465 was also taken over from RATP (TV) on the same day, now operated by TF and using E20D MMCs (8867-74) previously used on route E7. 8870/2 are still to be transferred.

LT694, which has been VOR since 17th July 2023, was back in service on 18th June.

A recap on buses in the fleet to the latest TfL 'Vision Zero' specification include MetroCity EVs 1001-24, GB Kite Electroliner single-decks 1701-36 and Electroliner double-decks 3048-3103.

Recent reported repaints/ refurbishes include LT694, LT700, 2464, 2555, 8871, 8877, 8880, 8881 and 8892.

E40H batch 2444-86 now all refurbished/repainted.

Out of the batch E20D MMCs 8876-79, just 8876 still carries route 195 branding. 8877-79 have lost their route 195 branding when refurbished and repainted.

Further to TLB718, pg.36; Electroliner 3102 is now known to be registered LV24 VOH.

New deliveries (commencing July):

1725-36 (LV24 VRK/L/M/N/O/P/R/T/U/W/X/Y) Wright GB Kite Electroliner 10.9m B30D for route R70 (TF). All to latest TfL 'Vision Zero' specification.

Into the fleet (July):

LT461-3 (LTZ 1461/2/3) from RATP (V garage).

TRANSPORT UK continuedTransfers:**June 2024**

LT694	WLu/WL	1704	BC/DH/GW	3060	TF/DH	3433	DH/WL	8220	GW/TF
LT1000	u/TF	1705	DH/GW	3061	TF/DH	3434	DH/WL	8222	GW/TF
1002	GW/QB	1706	TF/GW	3062	TF/DH	3435	DH/WL	8867	GW/TF
1007	GW/QB	1711	DH/GW	3063	TF/DH	3436	DH/WL	8868	GW/TF
1010	GW/QB	1712	DH/GW	3064	TF/DH	3437	DH/WL	8869	GW/TF
1012	QB/GW	1713	--/DHu/DH	3084	WL/QB/WL	3438	DH/WL	8871	GW/TF
1015	QB/GW	1714	--/DHu/DH	3086	QB/WL/DH	3439	DH/WL	8873	GW/TF
1016	QB/GW	1715	--/DHu/DH	3087	QBu/WL	3440	DH/WL	8874	GW/TF
1017	BC/GW	1724	DHu/DH	3088	QB/WL/DH	3441	DH/WL	9521	QB/GW
1018	BC/GW	2422	WL/QB	3091	QB/DH	8144	GW/BC		
1019	TF/GW	2431	WL/QB	3092	--/QBu	8145	GW/BC		
1020	TF/GW	2432	WL/QB	3093	QBu/QB/DH	8148	GW/BC		
1021	TF/GW	2435	WL/QB	3095	QBu/QB/WL	8149	GW/BC		
1022	TF/GW	2436	WL/QB	3096	--/QBu/QB	8150	GW/BC		
1023	TF/GW	2437	WL/QB	3097	QBu/DH	8151	GW/BC		
1024	TF/GW	2438	WL/QB	3098	QBu/QB	8155	BC/TF		
1701	DH/GW	2439	WL/QB	3099	TF/DH	8156	BC/TF		
1702	DH/GW	2440	WL/QB	3430	DH/WL	8157	BC/TF		
1703	TF/GW	2442	WL/QB	3431	DH/WL	8158	BC/TF		
		3059	TF/DH	3432	DH/WL	8159	BC/TF		

July 2024

LT461	RATP/QB
LT462	RATP/QB
LT463	RATP/QB
2421	WL/QB
2433	WL/QB
8872	GW/TF

All-over advert changes:

2614 from advert for Suntory Soda back to Red
 2616 to advert for Suntory Soda THEN back to Red
 2617 from advert for Suntory Soda back to Red
 3417 from advert for McCains back to Red
 3422 from advert for Ovo Energy 2 back to Red
 LT155 from advert for Samsung Galaxy S24 back to Red
 LT617 from advert for Heineken to one for Supacell (Netflix)
 LT620 from advert for Nike - Feel The Unreal back to Red
 LT622 from advert for Brewdog to one for Zipcar
 LT704 to advert for Habitat
 LT708 to advert for Fulfil Protein Bars
 LT711 to advert for Euros 2024
 LT771 from advert for L'Oreal Bright Reveal back to Red
 LT781 to advert for Polo Ralph Lauren
 LT785 to advert for Maybelline

UNIVERSITYBUS (t/a uno), Hatfield

Mercedes-Benz Citaro 309 (BV57 VHH) was withdrawn in May. BYD/E400 1468 (LD72 XZS) entered service on 19th June on school route 699.

Recap on route branded buses in the fleet:

StreetLite 46, E20Ds 601-4 and E200 605 are red and branded for TfL route 383.
 StreetLites 56-60, E40Ds 263-265 and Mercedes-Benz Citaro 305 are in white based livery and branded for the 'Cranfield Connect' services.
 E40Ds 250-255 are branded for 'Comet' route 614.
 E40Ds 258, 260-262 are branded for 'The Albans Way' route 601.
 Volvo B8RLEs 360-365 are branded for 'Dragonfly' route 610.
 Volvo B7RLEs 370-377 are branded for 'Tigermoth' route 653.

UNIVERSITYBUS continued

New deliveries:

BV24 LUO/P/T/W Volvo B8L - MCV eVoSeti 12.0m H60/38F for route X10 (Luton to Hatfield).
All in fleet livery and awaiting fleet numbers. These join BV24 LUL (TLB717, pg.38).

Transfers:

1468 --/HFu (April). 1478 HFu/HF (June). 1468 HFu/HF (June). 1473 HFu/HFw (June).

Disposals:

518/519 (YX65 RNJ/N) left the fleet (April).
527 (YX67 UYC) left the fleet (May).

WHERE ARE THEY NOW? (Subsequent vehicle disposals)

Section Editor: Andrew Morgan, Easton House, Easton Lane, Bozeat, Northamptonshire NN29 7NN or by e-mail to andrew@morgan1368.co.uk Note that the former London company names are listed in code to allow more space for narrative detail. AB= Abellio/Transport UK, ALN= Arriva London, FLN= First London, GAL= Go-Ahead Group London, LU= London United, ML= Metroline, SLN= Stagecoach London.

Routemasters:

RM1403 (403 CLT) further to TLB718, it was seen in London retaining its blue wrap for Lidl when it was seen on the Pride Parade on the 29th June.

RM2151 (CUV 151C) from the estate of Mr D McMaster to Ensignbus, Purfleet, Essex (June) for future use.

RML891 (HSL 660, ex WLT 891) further to TLB718, it was noted in London on the Pride Parade on the 29th June but has now reverted to red livery with a white relief band.

RML2634 (NML 634E) from Mr R Simons to Raccoon Vehicle Wrapping, Edenbridge, Kent (August 2023) and this RML was seen promoting Brutal Fruit cider in June.

RML2751 (SMK 751F) from Dr J Lidsey & Miss P Spratt to JP Boden, London NW10 (May) and is under conversion for future use as a promotional vehicle. It had latterly been used by YMS Travel.

Olympians:

NV141 (R341 LGH) (ex GAL) was sold for scrap from Lether's Travel (January).

VN87 (R87 XNO) (ex SLN) was noted on eBay in August and was sold from A -Jays Morris Dancing Troupe (October).

Miscellaneous low-floor double deck types:

DLA173 (W373 VGJ, ex MIG 9504) (ex ALN) was sold from Presidential Travel (July 2023).

DLA329 (LG52 DCE) (ex ALN) was sold from the Message Trust (August 2023).

DLP47, 48 (Y547, 548 UGC) (ex ALN) have been sold for scrap from Tootbus (May) where they had operated as DLP247 and 248.

DLP59 (LJ51 DKK) (ex ALN) further to TLB717, it is confirmed that this DLP has moved from York to London and is in service with Golden Tours.

VLA91 (LJ54 BDV) (ex ALN) was transferred back from Whippets Coaches to Phlee Services, St Ives, Cambs. (February) and re-registered to H17 WCL in April.

VLW55 (LF02 PSY) (ex ALN) from Together Travel to A1 Coaches, Skelmersdale, Lancs. (August 2023).

VLW198 (LJ53 BFE) (ex ALN) was sold from AB Coaches (November 2021).

DN33510 (LK08 FMO) (ex FLN) from Metroline to Ensign Bus (dlr), Purfleet, Essex (June). This DN was latterly TE1573 with Metroline.

VN32105 (LT02 ZCU) (ex FLN) further to TLB717, is confirmed to Ensign Bus (dlr), Purfleet, Essex, and then was sold for scrap in March.

VN37871, 37872, 37873, 37875 (BK10 MEV, MFA, MFE, MFF), 37888 (BV10 WVX), 37889 (BK10 MFO) (ex FLN) from Metroline to Metroline Manchester (July) for future use as training buses. These were latterly VW1823, 1824, 1825, 1827, 1840, 1841 with Metroline.

VN37878 (BF10 LSU), 37884 (BV10 WVN) (ex FLN) updating previous TLBs, these passed to Mason's Coach Hire, Long Marston, Herts. (March). These were latterly VW1830, 1836 with Metroline.

VN37954 (BN61 MXA) (ex FLN) has been reported from Atlantic Travel to Tours Isle of Man, Isle of Man (April); it is one of two reported to have been sold, but confirmation has not been received.

VNL32205 (LT52 WTL) (ex FLN) further to TLB717, is confirmed as passing to Wigley, Barnsley, South Yorkshire

VNL32325 (LK03 NJY) (ex FLN) from Stanley Travel to Alpha Recovery (dlr), Cramlington, Northumberland (by March) for scrap.

WNH39002 (LK58 ECW) (ex FLN) further to TLB717, this WNH was confirmed as passing to PVS, Barnsley, South Yorkshire.

WNH39003 (LK58 ECX) (ex FLN) from First York to Reaseheath College, Nantwich, Cheshire (May 2023) for use by engineering students.

AVL7 (V107 LGC) (ex GAL) was sold from Mason's Coach Hire (by January).

PVL176 (X576 EGK) (ex GAL) was sold from Kis Coaches (by February).

PVL179 (OIG 1788, ex A10EYD, ex X579 EGK) (ex GAL) from Ensign Bus (dlr) to unknown owner (February) and was possibly sold to a Barnsley dealer – can anyone confirm ?

PVL225 (Y825 TGH) (ex GAL) was reported as sold from Ukukhapha Events in May 2022 and also sold again in November 2023. It appears that this PVL has not been exported as previously reported but its current whereabouts are not known.

PVL289 (PJ02 RDO) (ex GAL) was sold from Reliance Motor Services (March).

VWL13 (LB02 YXL, ex SFZ 454) (ex GAL) is reported from Bus & Coach Repairs (dlr) to Elite Services, Stockport, Greater Manchester (October 2022).

VWL14 (LB02 YXM, ex AGZ 9366) (ex GAL) from Elite Services to Bus & Coach Repairs (dlr), Yaxley, Cambs. (October 2022, swapped with VWL13), and was scrapped in November 2023.

WVL28 (LF52 ZSO) (ex GAL) was sold from Lether's Coaches (January).

WVL70 (LF52 ZTP) (ex GAL) was sold from Abbey Travel (October).

WVL131 (LX53 AZC) (ex GAL) from Garnetts Coaches to Bus & Coach Centre, Forest Hill, Oxon (May 2023).

WVL254 (LX06 EBC) (ex GAL) was sold for scrap from Go South Coast (by June).

SP40018 (YN08 DHC) (ex LU) from Message Trust to Thrive Youth Ministries, Leamington Spa, Warks. (January).

SP40072, 40073 (YT59 RXW, RXX) (ex LU) have been re-registered by Weardale Motor Services to W66 WMS and GO59 WMS respectively in January.

SP40094 (YT59 SFY) (ex LU) was sold from Stephenson's of Essex (October).

SP40200 (YR10 FGG) (ex LU) further to TLB717, this SP is confirmed as now operating with Tootbus in London.

TA314 (SN03 DZM) (ex LU) further to TLB715, it is confirmed as passing to Viscount Travel, Thornton-le-Dale, North Yorkshire for use on the Scarborough seafront service.

VLE15 (EX04 VKD, ex PG04 WHU) (ex LU) from Galloway / Stephenson's of Essex to Smith & Sons, Perth, Perth & Kinross via Chartwell Bus Sales, Horsham, West Sussex (June).

TE897, 899 (LK08 NVN, NVP) (ex ML) have been repainted to all over orange by April by Xplore Dundee for use on the Discover Dundee tour.

TE898 (LK08 NVO) (ex ML) commenced use by Midland Bluebird on the Stirling Sightseer in all over orange livery. This is a new service which operates from 27th May until the end of September.

TE937 (LK09 EKT) (ex ML) was sold from Adventure Travel (April 2023) for scrap.

TE1573 (LK08 FMO) (ex ML) – see the corresponding entry for DN33510 (ex FLN) above.

TP434 (LK03 GGA) (ex ML) from Victoria's Nursery to Trinity Methodist Church, Nottingham, Notts. (by March) where it has been named "The Hope Bus"; it is used as an outreach / drop-in centre.

VPL226 (LK51 XGW, ex Y15 ASD) (ex ML) was sold from Lether's Travel (January).

VPL588 (PJZ 9451, ex LK04 NMV) (ex ML) was sold for scrap from Centrebus (June).

VPL601 (LK04 NNL) (ex ML) passed from Bus Link to sister company De-Luxe Coach Services, Stanton, Staffs. and was re-registered to VUI 222 (all in March).

VW1823, 1824, 1825, 1827, 1830, 1836, 1840, 1841 (BK10 MEV, MFA, MFE, MFF, BF10 LSU, BV10 WVN, WVX, BK10 MFO) (ex ML) – see the corresponding entries for VN37871, 37872, 37873, 37875, 37878, 37884, 37888, 37889 (ex FLN) above.

TA17099 (ACZ 7489, ex VLT 14, V473 FJN), 17274 (ACZ 7494, ex X274 NNO) (ex SLN) from Xplore Dundee to Clyde Metal Recyclers Ltd., Greenock, Renfrewshire (April).

TA17288 (X288 XNO) (ex SLN) from Garnetts Coaches to Drew Wilson (dlr), Carlisle, South Lanarkshire (November 2021). It is believed to have subsequently been sold in February 2022 and may have been scrapped.

TAS17575 (H22 BUS, ex LV52 HFH) (ex SLN) was sold from Howard Snaith Coaches (by May).

TA17881 (LX03 NGV) (ex SLN) from Tates Coaches to De-Luxe Coaches, Stanton, Derbys. and was re-registered to HGZ 222 (all in March).

TA17976 (LX53 JZV) (ex SLN) was sold from King Offa Primary Academy (by March 2023).

TA18261 (LX04 FZF) (ex SLN) from Dilwyns Coaches to M&D (dlr), St. Helens, Lancs. (April).

TA18263 (LX04 FZH) (ex SLN) from Nu-Venture to Ensign Bus (dlr), Purfleet, Essex, and then was sold to MC Tractors / Shelton Motors, Ramsey, Cambs. (all in August 2023).

15144 (LX59 CNO) (ex SLN) from Ensign Bus (dlr) to BorderBus, Beccles, Suffolk (May) and has been re-registered to BB09 BUS. It was repainted into fleet livery prior to delivery and is now fleet number 206.

15161 (LX59 CPZ) (ex SLN) from Ensign Bus (dlr) to Merlin Travel, Lochgelly, Fife (May).

Low-floor single deck types:

PDL70 (LF02 PTZ) (ex ALN) was seen at the North West Vehicle Restoration Trust running day on 2nd June; it has latterly been operating with Blackpool Coach Hire but has passed to Mr M Ross-Pugh.

DML44064 (YX58 FON) (ex FLN) from Metroline to Ensign Bus (dlr), Purfleet, Essex (June). This DML was latterly DE1640 with Metroline.

DML44105 (X31 BUS, ex YX09 AFE) (ex FLN) from Faresavers to an unknown owner in Ireland (March).

DML44122, 44124, 44125 (YX09 FKS, FKU, FKV) (ex FLN) from South Wales Transport to Avondale Coaches, Clydebank, West Dunbartonshire (by June).

WV46215, 46216, 46217, 46218, 46219, 46220 (SK17 HGU, HGX, HGY, HGZ, HHA, HHB) (ex FLN) from RATP to Ensign Bus (dlr), Purfleet, Essex (March 2023) and subsequently to Specialist Passenger Solutions (part of the First group) (March 2024) for use at Sizewell C construction site where they have been numbered 47801-47806. They were latterly RATP WLS30031-30036, so have come back to First.

SE15 (LX07 BXZ) (ex GAL) from Plymouth Citybus to Shears (dlr), Winkleigh, Devon (February).
 DE20005 (YX58 DVG) (ex LU) was sold from Nu-Venture (October 2022) after accident damage.
 DE20060 (SK07 DXH) (ex LU) is currently being used by Nu-Venture as a driver's rest room.
 WLS30031-30036 (SK17 HGU, HGX, HGY, HGZ, HHA, HHB) (ex LU) – see the corresponding entry for WV46215, 46216, 46217, 46218, 46219, 46220 (ex FLN) above.

DE1640 (YX58 FON) (ex ML) – see the corresponding entry for DML44064 (ex FLN) above).
 DEL852 (LK08 DWE) (ex ML) further to TLB718, it is also confirmed as passing to Panther Travel, Parkeston, Essex (by January) and is being used for spares.

SERVICE VEHICLES

Section Editor: Thomas Young by e-mail to tom@ltsv.com or by post to Lombard address (see page 3) marked “TLB SVs”. The LTSV website at www.ltsv.com has an on-line database of service vehicles, with photos, plus the facility to record your own sightings and comments. A hash sign (#) after the livery of a vehicle below indicates that it has no markings.

LUL/LBSL/TfL Fleet; Newly reported vehicles

All 16 vehicles listed below are Ford Transit Connect Crew Vans in TfL white livery

9189F	LD24 OPX	?	9227F	YR24 LBA	?	9364F	LF24 UJX	ACM
9196F	LD24 OSZ	?	9237F	YT24 DJF	EWT	9366F	LF24 UKU	ACM
9222F	YR24 KZE	?	9239F	YR24 KZO	EWT	9369F	LF24 UKR	ACM
9223F	YR24 KZJ	?	9240F	YT24 DGV	EWT	?	YR24 KZF	?
9224F	YT24 DJE	?	9316F	LF24 ULB	?			
9225F	YT24 DHX	?	9363F	LF24 UKL	ACM			

Additional information and updates

Still only Ford Transit Connects being delivered, but lots of them (54 reported to date) and some are now coming with Yorkshire registrations! 8550T is withdrawn. New 9206F is at ERS.

Bus Company Fleets; Newly reported vehicles

-	AV17 JKF	Ford Transit Connect Van	Tootbus	White	WD
?	AO17 XVA	Ford Focus Hatchback Car	Transport UK	White	?
?	LA17 KND	Kia Optima 3 Estate Car	Transport UK	White	?
-	NX18 YHE	Peugeot Partner Van	Uno	White	HF

Additional information

Vehicles withdrawn include Arriva London GD21 ENX, KW22 DLF and KW22 EMK, Arriva Southern Counties RJ19 YOY and Metroline AV18 ZTY and AV18 ZUA.

RAIL REPLACEMENTS

Section Editor: Stephen Floyd, 4 Turnpike Gardens, Bedford, MK42 0AJ or by e-mail to stevefloyd1959@gmail.com This occasional feature will list some of the operators and lines affected, in recent months, is not necessarily comprehensive and will only appear when page layouts and space permits! This section covers from May to June 2024.

Central: 1-2/06/24: North Acton – Northolt (non-stop) by Sullivans using (E & DS) and Arriva (HV) double-decks and all stations by Metroline using E, TEH, VW and VWH double-decks;
 Northolt – West Ruislip by Ensignbus using E200 and by Uno using Volvo B8 single-decks.
22-23/06/24: Woodford – Epping by Sullivans using E & DS E400 and Scania double-decks and Arriva using DW DAF/Wright double-decks; Loughton - Theydon Bois by Ensignbus using E200 single-decks.

District: **25-27/05/24:** Earl's Court – Acton Town by Transport UK, using LT and E400EV DDs.

25-27/05/24: Hammersmith – Acton Town (non-stop) by Metroline using VWH double-decks.

Northern: **8-9/06/24 & 15-16/06/24:** Golders Green – Canons Park by Arriva using LT, HA, HV DDs.

Piccadilly: **18-19/05/24:** North Acton – Rayners Lane by Sullivans using E & DS E400 and Scania double-decks.

DLR: **29-30/06/24:** Canary Wharf - Galleons Reach by Sullivans using E & DS E400 and Scania double-decks and Metroline using LTs.

Tramlink: **24/04/24 – 20/05/24:** Further to the long-term closure east of East Croydon for track replacement work, which completed on time, it seems that an engineering shortage caused by wheel defects continued for a few weeks afterwards, resulting in the suspension of the Elmers End service. On Mon-Fri, extras ran on route 54 between Catford Garage and Elmers End (using running numbers #TL901-903), 289 between Elmers End and West Croydon (peaks). Extras also ran on route 130 and 466 to assist in the peaks as well. It is not known how long these ran for.

06-07/07/24: A repeat of the Easter works with trams suspended east of East Croydon. T2, operated by Transport UK served Beckenham Junction/Elmers End, with T3 operated by Go-Ahead Commercial, serving New Addington. Both routes started from Wellesley Road.

London Overground: **18-19/05/24, 25-27/05/24, 1-2/06/24; 8-9/06/24, 15-16/06/24 and 23/06/24 (until 08:45):** Seven Sisters – Enfield Town / Cheshunt by Sullivans using E400 double-decks.

26/05/24: Richmond – Willesden Junction by Transport UK and Metroline using double-decks.

26/05/24: Willesden Junction – Camden Road by Arriva using HV double-decks.

Seven Sisters – Enfield Town / Cheshunt by Sullivans E400 double-decks.

09/06/24 & 30/06/24: (late PM) Stratford / Camden Road/Richmond by Metroline using double-decks;

16/06/24: Camden Road – Gunnersbury by Transport UK using E400H & LT double-decks.

22-23/06/24: New Cross Gate – Dalston Kingsland by Arriva using T and HV double-decks.

22-23/06/24 & 29-30/06/24: Clapham Junction – Canada Water by Arriva using T, HV, SW DDs.

23/06/24: Hackney Downs – Chingford by Sullivans using E400 double-decks.

23/06/24: Gunnersbury – Willesden Junction by Metroline using double-decks.

Great Northern: **23/06/24:** (early AM) New Barnet – Potters Bar by Transport UK & Metroline DDs

30/06/24: (early AM) Potters Bar – Welwyn Garden City by Transport UK & Metroline using DDs.

SouthEastern / Thameslink: **11-12/05/24 and 25-27/05/24 & 29-30/06/24:** Herne Hill – Bromley South all stations via Catford except Nunhead & Ravensbourne but also Beckenham Junction by Transport UK using LT and E400 double-decks.

Southern: **19/05/24:** Purley – East Grinstead by Transport UK E400 and E200 also BM Coaches and Cruisers, also Oxted – Crowborough by Transport UK E200 and Goldline coaches and Upper Warlingham – Woldingham by Passenger Plus.

25-26/05/24: East Croydon – Epsom Downs by Air Sym & BM Coaches.

26/05/24: early until 08:30 East Croydon – Caterham by Ensign using E200 single-decks.

02/06/24: Three Bridges – Pulborough by BM Coaches, Brighton & Hove, Metrobus, Passenger Plus and South East Omnibus.

8-9/06/24: London Bridge – Streatham Common by Transport UK using E400City double-decks.

09/06/24: Purley to Horley, Redhill to Reigate and Redhill to Tonbridge by Transport UK (E400), and Airsym, BM Coaches, Passenger Plus, South East Omnibus and Comfort Coaches using a variety of single-decks and coaches.

15/06/24 & 22/06/24: Streatham - Sutton by Transport UK using E400City and LT double-decks.

16/06/24: Streatham - Epsom by Transport UK using E400City and LT double-decks.

16/06/24: West Croydon – Epsom Downs by Passenger Plus using Wright StreetLites.

SouthWestern: **18-19/05/24:** Barnes – Twickenham by Horseferry Coaches using ex-Go-Ahead WVL250 & ex London United DE20170 and Barnes – Feltham Imperial Coaches and Bear Buses ex Go-Ahead PVL413.

26/05/24: Hounslow – Virginia Water/Woking/Windsor & Eton Riverside (mix of limited stop and all stations) by Bear Bus, Cardinal Buses, Imperial, London Bus Group, Reading and Sprinters using a variety of double-deck and mini-coach vehicles.

23/06/24: Clapham Junction – Wimbledon / Surbiton Intensive service using double-decks from Cardinal Buses (E400), BM Coaches (E400MMC), Imperial Coaches (E400MMC), Ensignbus (Volvo B9TL), London Bus Group (Volvo B7TL) and Newbury & District (E400MMC) plus single-decks from: Cardinal Buses (E200), Halton Transport (Scania Omnicity), Fairmanns Travel (Dennis Dart), Red Routemaster (E200), Horseferry Coaches (E200), Diamond (Wright Streetlite); Coaches from: Clarkes, JC Coaches, Olympia Coaches, BM Coaches.

23/06/24: Wimbledon – Chessington South using coaches from RW Coaches and BM Coaches.

29/06/24: Weybridge – Virginia Water and

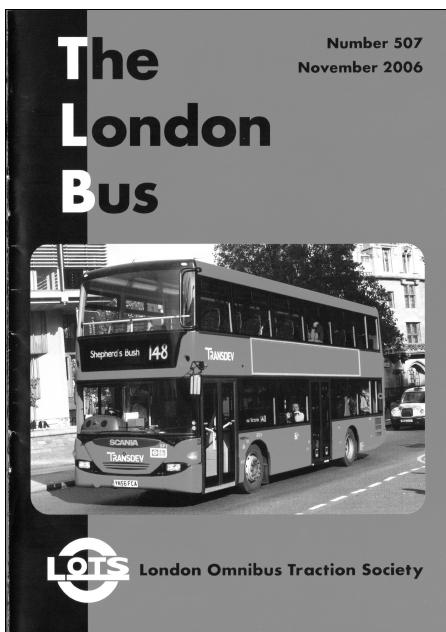
30/06/24: Virginia Water – Woking (calling at all stations) by Cardinal (double-decks and E200) with Horseferry Coaches (E200) & Fairmanns (Dart) for single-deck restricted route.

Thameslink: **1-2/06/24:** West Hampstead – Harpenden by Transport UK & Metroline using double-decks and Britannia Executive and Vectare using coaches.

23/06/24: St. Pancras – Harpenden by Transport UK & Metroline using double-decks.

Thanks to members Ian, Michael, Peter, Trevor and Yoram for the above reports.

LOOKING BACK - News from Yesteryear



Cover star of TLB507 (November 2006) was SP1, the first of an eventual 206 Scania OmniCity double-deckers for Transdev (now RATP Dev). The East London Bus Group (now Stagecoach), First London, Hackney CT and Go-Ahead also used the type, but the last examples on regular daytime TfL service finished at the end of May 2024.

Another significant debut illustrated in this TLB was the Enviro 200 single-decker, the first examples in the LOTS area being a pair with Sunray Travel for use on route 516 from Dorking to Epsom via Box Hill. Sunray has disappeared but the Enviro 200 went on to become the default standard single-decker bus in London, with over 2,300 examples delivered before the switch to electric buses in 2020.

The first hybrid double-deck bus was unveiled by Mayor of London Ken Livingstone. A Wright Gemini with a VDL chassis, it was later trialled by Arriva London as fleet number HEV1.

Construction of the West London Tram scheme (basically along the Uxbridge Road) had been opposed, both by respondents to a consultation and by all the affected local councils. However, TfL still hoped to start work in 2007 for an opening in about 2011.

Epsom Buses won the contracts for TfL routes 406 and 418 to start in June 2007, this resulting in their first order for double-deck buses.

A rare instance of a non-news article in TLB was a piece by David Stewart looking at the effects of bus deregulation, 20 years on. The negative aspects of deregulation could be seen in the amount of route changes resulting from issues at Olympian (Harlow), Town and Country (Thurrock) and Stansted Transit (Stevenage).

*** *The whole of TLB507, plus hundreds of other issues, can be viewed on-line or downloaded for free from the LOTS Publications Archive at www.ltsv.com/lots/. ****

Back cover photos

1960s - The unique FRM1, which was delivered to London Transport in July 1966, is now preserved and in the care of the London Transport Museum. It attended the Routemaster 60 event in Finsbury Park on 12th July 2014. *(Russell Young)*

1970s - The last of the RT class were withdrawn from service by London Transport on 7th April 1979. RT4347 is seen here on route 62 in Billet Road, Marks Gate on a very snowy 31st December 1978. *(Mike Harris)*

1980s - London Country commemorated the 50th anniversary of Green Line in 1980 with some coaches gaining a 'Golden Jubilee' livery variation. DV1 (one of two Duple bodied Volvos on evaluation at the time) departs from Heathrow Airport on short lived North West orbital route 734 (Hertford to Addlestone via Wood Green, Brent Cross, Ealing and Hounslow) on 30th November 1980. *(Mike Harris)*

1990s - The 1990s presented a very colourful scene in London, with route tendering in full swing and operators allowed to use their own liveries. Ensignbus blue and silver ex Southend Transport Northern Counties Fleetline 586 on Upminster local route 446 awaits departure from another long gone bus stand, located adjacent to Huntsman & Hounds public house at Corbets Tey, on 8th August 1990. *(Mike Harris)*

2000s - July 2009 saw the beginning of the end for bendybus operation in London, with the conversion of 'Red Arrow' route 507, a route where they were probably at their most effective. Go Ahead London General MAL7 crosses Lambeth Bridge on 28th April 2004. *(Richard Godfrey)*

2010s - 2014 was declared by TfL as 'Year of the Bus' and several buses were repainted into commemorative liveries, such as silver RATP London United LT150, seen here route 9 in Pall Mall on 26th March 2014. *(Russell Young)*

2020s - To promote the many new bus/rail connections created with the opening of Crossrail (Elizabeth Line), a number of buses were wrapped into this very striking roundel based scheme. Stagecoach East London E400MMC 11053 heads down Ron Leighton Way, East Ham on route 474 on 11th June 2022. *(Russell Young)*

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



Transport UK began operation of route E6 with a full complement of the shorter 10.9m Wright GB Kite Electroliner (earlier 1701-12 are 11.7m) on 25th May. All are to the new TfL 'Vision Zero' specification. 1721 runs along Glencoe Road, Yeading.
(Richard Godfrey)



The first couple of Stagecoach East London's MCV Volvo BZL double-deckers started to drift into service on route 58 in mid-June. 86181 is a few minutes into its journey towards East Ham, in South Grove, Walthamstow, with a London Overground Class 710 passing overhead on a Liverpool Street to Chingford service.
(Russell Young)



Further contraction by Arriva was announced on 14th May, with the closure of both Aylesbury and High Wycombe garages from 27th July. E400 5466 is seen here on route X7 in Speedwell Street, Oxford. See details of the extensive service changes/new operators in the Country Area – route developments section of this TLB.
(Russell Young)

Rear cover: Details of the photographs can be found on the page opposite.



1960s



1970s



1980s



1990s



2000s



2010s



2020s

