

TLB721

The London Bus

Number 721
September 2024



London Omnibus Traction Society
www.lots.org.uk

Friday 2nd August was the last day of operation of Sullivan Bus TfL contracted routes. Eight E200MMCs with cherished registrations were delivered to them in January 2017 for route W9. AE26 departs from Southgate Station when six months old.
(Terry Wong Min)



Following the Sullivan Bus withdrawals, TfL arranged emergency cover for the routes affected. Uno were brought in to operate route 298, and they use various double decks, including E400H MMC 1478 (former Tower Transit DH38501), photographed at The Green, in Southgate.
(Richard Godfrey)



Former Sullivan Bus route 299 passed to Go Ahead London General, with an assortment of E200s. Commercial services liveried SE87 provides a splash of colour in Bramley Road, Cockfosters.
(Richard Godfrey)



Front cover: For the 2024 Notting Hill Carnival, new route 7X was introduced, running between East Acton and Paddington via White City and Bayswater Road. Metroline WHD2717 approaches Shepherd's Bush station in Ariel Way. *(Martin Ruthe)*



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



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

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This issue was finalised on 4th-8th September and is due for posting on Tues 17th September.

Closing date for TLB722 is Weds 2nd October and due for posting on Tues 15th October.

Booked later closing dates are Wednesdays 6th November and 4th December 2024.

Editorial

As you will see on page 5, there are several **new LOTS publications** being launched this month. The fact that these are like buses (“you wait for ages then three come along together”) is partly deliberate. We like to have new titles available for major events, particularly with the ever-increasing postage costs. Bunching the publications also helps with postal sales, as it will cost us a lot less to send you (say) three books in one package than three separately. Whichever way you purchase titles from LOTS, we hope that you will continue to do so, as the income provided is essential to help cover the many and varied costs of running the society.

You may also have noticed that one of the new publications is being offered as a **digital download** only. For various reasons it was felt that the title on Trolleybus allocations would not be viable as a printed edition. Instead you can download it as a PDF for free from the LOTS Publications Catalogue/Archive (currently at www.ltsv.com/lots/). This approach may be used again in the future for other titles but only ones that cannot practically be printed. Several people have asked about the possibility of TLB (and other new titles) being made available on-line instead of being physically posted. This is something that we are looking into, but there are quite a few hurdles to be overcome first, and I think major changes to the distribution of publications are unlikely for another few years at least.

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) and buses 40, 63 and 341 stop nearby on Farringdon Road. 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 - 1986 to 1990” by Jeff Tucker. In November, Alisha Juszczuk will give a presentation - more details in the next TLB.

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

Sun 29th September: Showbus at the Buckinghamshire Railway Centre, Quainton Road Station. (LSS)

Sat 5th October: Transport Bazaar. Theydon Bois Village Hall, CM16 7ER. 11:00-15:00, £3 entry.

Sun 6th October: Classic buses running day in Chesham.

Sun 13th October: Gravesend and Dartford Heritage Bus Running Day. Free rides on various routes, centred on Ebbsfleet International Station. Including a 480 Express running non-stop between Dartford, Ebbsfleet and Gravesend.

Payments for membership and orders to Postal Sales

You can pay through the banking system if you wish. Our account number is 11725054, sort code 16-32-45. Please just add your name to the paying-in slip and then send us an e-mail to lotsmemsec@gmail.com (for membership) or lotspostalsales@gmail.com (for postal sales) with your name, address and membership number (if known) to tell us what you have subscribed to. Occasionally we receive payments without any idea as to what they were for.

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

If you use the post, please address your orders to LOTS Postal Sales (or LOTS Membership) at Lombard Business Park, 8 Lombard Road, Wimbledon, London SW19 3TZ. Make sure that the ‘Postal Sales’ or ‘Membership’ name is included prominently, so we can give the best attention. Postal Sales orders will be dealt with as soon as possible, subject to ‘staff’ availability, but please allow up to 28 days for receipt of your order.

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:

- ****NEW** London Bus Magazine No.209 Autumn 2024** (£6.00). Features include Routes serving identically named pubs in Buckinghamshire, Buses to the zoo, LT bus tickets in the 1980s and 1990s and Sketches of old vehicle classes.
- ****NEW** London Route Review 1946-1952** (£18.00). A4 glossy 172 pages. Third volume in this series, with full details of all changes to Central Area bus, tram and trolleybus routes during this period, including garage/depot allocations and vehicle types for bus routes. Includes 47 black & white photos, with three historic colour photos on the cover. View sample pages at www.ltsv.com/lots/
- ****NEW** SUP-45B London Bus Garages - Allocation and Routes** (£6.00). List of all London bus garages with route and bus allocations as at August 2024. 60 pages with 8 colour photos. View sample pages at www.ltsv.com/lots/
- ****NEW** SUP-46A London Transport Trolleybuses - Allocations and Disposals 1948-1962** (free digital download from www.ltsv.com/lots/). Allocation histories and disposals for all LT trolleybuses. 102 pages.
- ****NEW** SUP-47A London's Advert Buses 1969-2024** (£8.00). All known all-over advert buses in the London area (not London Country). Over 1000 buses and over 4000 adverts listed, with dates. 76 pages, 18 colour photos. View sample pages at www.ltsv.com/lots/
- **London Bus Magazine No.208 Summer 2024** (£6.00). Features include the centenary of route 80 at Sutton garage by Malc McDonald, and Routemasters in Canada 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** Buses for London's New Towns** by Laurie Akehurst. £35.00 (Capital Transport). Covers the story of bus services introduced / amended in the New Town developments by LT, continuing into LCBS days up to 1977.
- ****NEW** Upgrading the Isle of Wight's Railway. All change at Ryde** by Richard C. Long. £25.00 (Pen & Sword Books). Details the changeover events from the ex-LU 1938 stock to the Class 484 trains (ex-LU D78 stock).
- **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

One of the first actions from the new Labour Government was to negotiate agreements to end some **long standing pay disputes** with union representatives. These included the ASLEF union whose two year dispute on the National Rail network has now been settled. The same union then announced several days of weekend strike action on the East Coast LNER network due to concerns over what the union described as “broken agreements”. Fortunately, these strikes were called off after a couple of weeks.

TfL almost achieved an operating surplus in 2023/24 according to its latest Finance Report. However cost increases turned last year's anticipated surplus into a (relatively) small deficit of £2 million. A surplus of £161 million is budgeted for 2024/25. London Buses carried 3% more passengers last year but this was less than expected and as a result buses had an operating deficit of £177 million. It should be noted that this deficit figure also covers income from the Congestion Charge as well as the Low and Ultra Low Emission Zones. Overground and DLR journeys declined slightly but on the Elizabeth line, journeys and income continued to show strong growth with the line recording 18.3 million journeys in the month to 20th July, one million more than the previous record month last November.

Outside London, the number of bus journeys increased by 8.7% in 2023 based on the Department for Transport's National Travel Survey which is conducted by interviews and seven day travel diaries. The survey estimated that people made 25 trips per person on local bus services during the year which was slightly up on 2022 but less than in 2019 when the equivalent figure was 32.

Two bus routes would disappear under proposals by TfL which are now out to consultation. The 414 (Putney Bridge – Marble Arch) would be replaced by a more frequent service on route 14 (Putney Heath – Russell Square) which it parallels for most of its length. Route 414 was introduced in November 2002 between Maida Vale and Fulham to provide increased capacity and new links during a period of increased bus usage and in preparation for the introduction of the Congestion Charge. It was shortened to run between Marble Arch & Putney Bridge in 2021. In South London route 118 (Morden Station – Brixton Station) would be replaced by changes to route 45 (Clapham Park – Elephant & Castle) with the short section between Clapham Park and Streatham Hill transferred to route 59 (Streatham Hill – Smithfield, St Bartholomew's Hospital). The 118 has a long history, dating back to 1936 when it ran from Clapham Common to Mitcham Common. The route was extended to Raynes Park in 1942 but cut back to Morden Station in 1969. It assumed its current northern terminus at Brixton in 1990 when route 60 was introduced. Both consultations are open until 13th October and can be viewed on the TfL website.

Corporate and company news

Go Ahead Brighton & Hove has purchased East Sussex based Regency Coaches, which is to be rebranded Spirit of Sussex, the coaching arm of Brighton & Hove & Metrobus. The sixteen vehicle fleet is currently based in Ringmer near Lewes, but will be relocated to the nearby Eastbourne Sightseeing premises which were acquired when Go Ahead purchased that operation in February this year.

While Go Ahead expands its regional coaching interests, **National Express** has announced it is selling **Mortons Travel** of Basingstoke to Rambler Group. Mortons Travel was established in 2004 and was bought by Lucketts Group in 2018, which became part of National Express in 2020. Hastings based Rambler was established in 1924 and has over 175 coaches.

Other General News

Bus Users UK launched its annual **Catch The Bus Month** campaign in September which this year centres on improved accessibility. Claire Walters, Chief Executive of Bus Users UK and Disability and Access Ambassador for buses, says: "This year's Catch the Bus Month isn't just about getting more people on board, it's about getting everyone on board because at some point in our lives, most of us will need accessible transport, whether that's through age, illness, disability or simply having too much to carry!" Buses in Portsmouth will be free on Saturdays and Sundays for the month of September. This applies to all journeys starting in the city which are operated by Stagecoach and First Group, with the exception of Park & Ride. Free travel is being funded through the Council's Bus Service Improvement Plan (BSIP).

In Scotland over 150 million free journeys have been made by under 22s via the Young Persons Free Travel Scheme since it was introduced by the Scottish Government in Jan 2022. The outcome is not all good news as there has been an increase in anti-social behaviour and vandalism on Scottish buses.

Ticket gates at almost 50 more National Rail stations in the South East will accept **contactless payments** from 22 September. The roll-out is being funded by the Department for Transport. Stations include the c2c line to Southend and Shoeburyness, Southeastern and Thameslink services to Sevenoaks,

London North Western to Bletchley and St Albans Abbey and South Western Railway services to Windsor & Eton Riverside, Virginia Water and Shepperton. The expansion does not include Oyster cards as Oyster technology is now regarded as too old. Passengers using Pay As You Go with Contactless will also benefit from daily and Monday to Sunday capping into and within London. One station not accepting contactless tickets is Tilbury Riverside which has not had a train service since 1992. Printed tickets to Tilbury Town still show 'or Riverside'. According to the always interesting 'Ian Visits' website, passengers are required to use Ensign's route 99 bus and show a paper ticket to complete their journeys to the ferry terminal (although this facility is not mentioned on the farechart on the Ensign website).

TfL has installed free water fountains where passengers can refill water bottles at several Overground stations, including Bethnal Green, Bush Hill Park, Chingford, Gospel Oak, Highams Park and Homerton. TfL has also produced a map showing the locations, which includes facilities provided by other organisations at or near other stations.

Lorna Murphy has been named incoming Director of Buses at TfL. She is currently Operations and HR Director at Transport UK London Bus and will take up her new role later this year.

Congratulations to Go Ahead London driver Raj Viswanathan who was runner up at the annual Bus Driver of the Year competition which was held in Blackpool on 1st September. The overall winner was from Lothian Buses so Raj was the highest placed competitor from an English operator.

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

Route	Current/Previous Operator	Award	Start date and award length	Tranche
18/ N18	London United (RP)	Retained by London United using double-decks: type, PVR & end date TBC.	9th Nov 2024, TBC	#899
31/ N31	Metroline Travel (HT)	Awarded to London Transit using new electric double-decks. PVR 15.	26th Apr 2025, 7 years.	#916
45	Transport UK (WL)	Retained by Transport UK using existing hybrid double-decks. PVR TBC.	1st Feb 2025, 5 years.	#900A
125	London Sovereign (BT)	Retained by London Sovereign using existing electric double-decks. PVR 17 to 18.	1st Feb 2025, 3 years.	#903B
139/=	Metroline Travel (HT)	Retained by Metroline Travel using existing hybrid double-decks. PVR 23 to 18.	30th Aug 2025, 3 years.	#929
171/ N171	Go-Ahead London Central (NX)	Retained by Go-Ahead London Central using new electric double-decks. PVR 15.	26th Apr 2025, 7 years.	#917
263/ N263*	Metroline Travel (PB/HT)	Retained by Metroline Travel using new electric double-decks. PVR 19.	5th Apr 2025, 7 years.	#913
270	Transport UK (BC)	Retained by Transport UK using new electric double-decks. PVR 11 to 15.	31st May 2025, 7 years.	#919
274	Metroline Travel (HT)	Retained by Metroline Travel using existing hybrid double-decks. PVR 13.	21st Jun 2025, 3 years.	#923
327	Sullivan Buses (SM)	Awarded to Metroline Travel using existing diesel single-deck. PVR 1.	31st Aug 2024, 3 years.	#921
331	Metroline West (UX)	Retained by Metroline West using existing diesel single-decks. PVR 8.	5th Jul 2025, 3 years.	#926

Route	Current/Previous Operator	Award	Start date and award length	Tranche
335	Arriva London North (DT)	Retained by Arriva London North using existing diesel double-decks. PVR 7.	1st Mar 2025, 3 years.	#907A
460	Metroline Travel (AC)	Retained by Metroline Travel using existing hybrid double-decks. PVR 10.	28th Jun 2025, 3 years	#926
605	Sullivan Buses (SM)	Awarded to Metroline Travel using existing diesel double-deck. PVR 1.	31st Aug 2024, 1 year	#912A
606	Sullivan Buses (SM)	Awarded to Metroline Travel using existing diesel double-deckers. PVR 2.	31st Aug 2024, 1 year	#912A
617	Sullivan Buses (SM)	Awarded to Metroline Travel using existing diesel double-deckers. PVR 2.	31st Aug 2024, 3 years	#912A
629	Sullivan Buses (SM)	Awarded to Metroline Travel using existing diesel double-deckers. PVR 2.	31st Aug 2024, 3 years	#912A
G1	Go-Ahead London General(SW)	Awarded to Transport UK using new electric single-decks. PVR 13 to 11.	5th Jul 2025, 7 years.	#914
W9	Sullivan Buses (SM)	Awarded to Metroline Travel using existing diesel single-decks. PVR 7 to 8.	21st Sep 2024, 3 years.	#903A

* - Tendered as N263, actually operates as N271 (in case you thought it was a misprint!)

To clarify notes from last month, routes previously operated by Sullivan were in Tranche #903A (route W9), #912A (school routes) and #921 (327) are now awarded as above and see schedule changes later, Routes 217, 605 and 606 were offered as short-term one-year contracts, with 217 awaiting award at time of going to press, added as Tranche #912B. Full term contracts added to the 2025-26 tendering programme as tranches #930A and 934A. Routes 673 and 674 have been re-allocated to Tranche 937 to be jointly contracted with routes 173 and 174.

The 2024/25 tendering programmes, 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)	--
#899A (11/24)	414 (London Transit)	--
#901 (02/25)	258 (London United)	--
#906A (02/25)	118 (G-A London General)	--
#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 (G-A Metrobus)	126
#911A (03/25)	U5 (Transport UK)	--
#912B (09/24)	217 (Ex- Sullivan)	--

ROUTE AND SERVICE CHANGES

Sun 23rd June, Sat 29th June, Sat 13th July, Sat 20th July and Sat 27th July 2024: All as in TLB720.

Friday 2nd August 2024: As in TLB720. All Sullivans PVRs withdrawn.

Saturday 3rd August 2024: As in TLB720, with additional information for temporary operations.

Note that the schedules were not uploaded until 17th August, (*see changes below*). Arriva London North used 8 buses on route 217 from AR, Mon-Sat, 6 on Sunday then transferred the operation to EC on 17th August, using the same PVR, then increased from 31st August (*see further changes below*). The intermediate operation from AR also used 1 bus from AD and WN, possibly with driver assistance but no running numbers were recorded or schedules uploaded in the time available.

Saturday 17th August 2024:

- 170 (*Go-Ahead London General-SW*) (Victoria Station & Roehampton, Danebury Avenue) Revised daily schedules for running time.
- 243/= (*Arriva London North-AR*) (Wood Green Station & Waterloo Station) Renewal of LBSL (QC) contract using new Volvo BZL/MCV electric double-deck vehicles in due course (type class code expected to be EZ but to be confirmed). 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.
- 398 (*London Sovereign-SO*) (Ruislip Station & Wood End, Lillian Board Way) Early introduction of revised timetables for new contract (*see 7th September, later*).
- 533 (*Go-Ahead London General-AF*) (Hammersmith Bus Station & Mortlake/Barnes Bridge circular) LBSL QC contract extended for 2 years.
- H9/H10 (*London Sovereign-SO*) (Northwick Park & St. Mark's Hospital circular, H9 via Wealdstone, Rayners Lane, H10 via Rayners Lane, Wealdstone) Early introduction of revised timetables for new contract (*see 7th September, later*).
- 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 though will receive new BYD electric double-deck vehicles in due course (type code to be confirmed, see Current Vehicle News). Mon-Fri peak frequency reduced from x3-4 to 5 mins, with a x4-5 mins frequency for a short period in each peak. Mon-Sat daytime is x5mins, x6mins evenings, Sunday daytime at x7½mins, x10mins evenings, x12mins early morning at weekends.

PVR Changes Saturday 17th August 2024:

Arriva London North: 217 to 8/8/6 #EC1+, 243 to 27/25/25 #AR161+, 259 to 16/16/14 #AR401+, N279 to 11 Su-Th/12 FrSa #E191+ (^279), no change to =243, 279 PVRs;

Go-Ahead London General: 170 to 18/18/14 #SW61+, 299 to 8*/8*/4 (*389/399) #NP621+; 389/399 to (+)/(+)- (+2/299) MF #NP627/628, (+1/299) Sa #NP627, no change to 533 PVRs;

London Sovereign: 398 to 4/4/4 #SO381+ (crosslink to H9/10 withdrawn), H9 to 9/9/6 #SO351+, joint with H10, H10 to 9/9/6 #SO359+, joint with H9;

Metroline Travel: 327 to 1/1/- #PB191+, W7 to 11/10/10 #HT121+;

Stagecoach East London: W9 to 6/5/3 #HK941+, 549 to 1/1/- #WH655;

Uno: 298 to 5/5/5 #HF981+.

Saturday 17th August from 24:00 to Monday 20th August 2024 until 05:00

Southbound bore of Blackwall Tunnel closed again and also from 7th to 9th September to facilitate works for the new Silvertown tunnel. Route 108/= was again operated in two sections as noted before.

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.
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Saturday 24th August 2024 continued:

- 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.
- 177 (*Stagecoach Selkent-PD*) (Peckham, Bus Station & Thamesmead, Town Centre) Revised timetables for running time and reliability,
- 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 EKL-class 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.

PVR Changes Saturday 24th August 2024:

Arriva London South: 50 to 15/15/11 #BN211+, 255 to 9/9/8 #TH131+, 410 to 18/17/10 #TH51+,
 No change to 194, 250/N250 PVRs;
 Go-Ahead Blue Triangle: 5 to 30/30/24 #RR301+ (^N15), 15 to 13/14/12 #DS341+ (^N15),
 115 to 18/18/14 #DS371+ (^N15),
 N15 to 12 Su-ThN/14 Fr-SaN #DS401+ and 8 Su-ThN/14 Fr-SaN # RR501+
 Go-Ahead Metrobus: 320 to 13/13/7 #MB151+;
 Stagecoach Selkent: 177 to 19 (+)/20/16 #PD131 (+/602 Fr only); 602 to 2*/-/- (*177 Fr only);
 Transport UK: 130 to 12*/11/7 #BC101+ (*433), 433 to 8+/7/6 #BC221+ (+/130).

Bank Holiday Monday 26th August 2024: As in TLB720.

Sunday 25th August / BH Monday 26th August 2024: As in TLB720, with additional information:

Route 28 was diverted at Notting Hill Gate to run via Holland Park and Shepherd's Bush to terminate at White City. Route 316 double decks were supplied as VH-type from Willesden Junction (WJ) garage, instead of being helped out by Cricklewood (W) garage. Finally, route 452 was curtailed at Notting Hill.

Saturday 31st August 2024 (or first equivalent school day on school routes): Widened timetables for Westway roadworks for routes 49, 70, 72/N72, 211, 220/=, 267, 272, 283, 295/=, 414, 452 and C1 until 12th October. Widened timetables for route 43 for King William Street diversion, and for routes 100 and 153 for London Wall.

- 18 (*London United-RP*) (Sudbury & Harrow Station & Euston Station) and
 - N18 (*London United-RP*) (Trafalgar Square & Harrow Weald Garage) Revised daily and nightly schedules for reliability and running time.
 - 20 (*Stagecoach East London-AW*) (Walthamstow Central Station & Debden Station) Re-allocated from Walthamstow Avenue (AW) to Leyton (T) garage.
 - 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.
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Saturday 31st August 2024 continued:

- 90 (*Metroline Travel-PV*) (Feltham, Leisure West & Northolt Station) Renewal of LBSL (QC) contract using new BYD electric double-deck vehicles in due course (type code to be confirmed). Additional journeys daily early mornings.
- 94/= (*London United-S*) (Acton Green, Duke of Sussex & Piccadilly Circus) Early introduction of contract schedules. Revised daily schedules for reliability and running time.
- 148/= (*London United-S*) (Camberwell Green & White City, Bus Station) Early introduction of contract schedules. Mon-Sat daytime frequency reduced from x10 to x12 mins with daily and nightly revised running time. (*see 5th October, later*).
- 165 (*Stagecoach East London-RM*) (Romford, The Brewery & Rainham, Abbey Wood Lane) Converted to double-deck on a temporary basis to release single-deck vehicles for routes 310 and additional requirements for the 7th September scheme.
- 217 (*Arriva London North-EC*) (Turnpike Lane Station & Waltham Cross, Bus Station) Temporary operation restored to previous frequency, every x12mins Mon-Fri, x15mins Sat, daytimes and x20 mins Sun & evening.
- 218 (*London United-V*) (Hammersmith, Bus Station & North Acton Station) Early introduction of contract schedules. Revised daily schedules for reliability and running time.
- 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.
- 309 (*Stagecoach East London-HK*) (Canning Town, Bus Station & Bethnal Green, Bonner Road) Re-routed to run direct along Abbott Road in both directions and will no longer serve Blair Street, Aberfeldy Street or Ettrick Street in the Aberfeldy Estate in the Polar area. This change was recently noted in the consultation (*see TLB 718 p.13*).
- 310 NEW ROUTE - **Although was deferred to start a day later on Sunday 1st September 2024.**
 (*Stagecoach East London-HK*) (Golders Green, Bus Station & Stamford Hill Broadway, via existing route 210 from Golders Green to Finsbury Park (in fact duplicating it as far as Stroud Green Road, Finsbury Park then via routes 253/254 via Seven Sisters Road and Amhurst Park (not Road!) to terminate at Stamford Hill. The return journey at Finsbury Park operates via the one-way system via Blackstock Road, Rock Street, St. Thomas's Road, Seven Sisters Road to Stroud Green Road. Frequency every x20mins daily, no evening service, operated by existing AD E200 diesel single-decks. *Note that this route started on Sunday 1st September so that the press launch could be attended by local Jewish community representatives.*
- 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. Sunday frequency increased from x30 to x20 mins.
- 327 (Waltham Cross, Bus Station & Elsing Estate, circular, Mon-Sat except evenings) LBSL (QC) contract awarded to Metroline Travel using DEM-class AD20D Enviro200 diesel single deck vehicle from Potters Bar (PB) garage. Previously operated by *Sullivan Buses* until 2nd August, and temporarily by Metroline from 3rd August 2024.
- 383 (*Uno-HF*) (Barnet, The Spires & Finchley Memorial Hospital, Mo-Sa except evenings), Revised timetable for running times.
- 481 (*Metroline Travel-AH*) (Kingston, Cromwell Road Bus Station & West Middlesex Hospital, Mental Health Unit) Additional SDO AM journey introduced from Kingston to Turing House School. Note the PM journeys continue to be operated by Transport UK.
- 605 (Burnt Oak Station & Totteridge & Whetstone Station SDO) LBSL (QX) contract awarded to Metroline Travel from Edgware (EW) garage using existing TE-class AD E400 Enviro400 diesel double-deck vehicles. Previously operated by *Sullivan Buses* from South Mimms (SM) garage.
- 606 (Queensbury Station & Barnet Lane, Totteridge Academy SDO) LBSL (QX) contract awarded to Metroline Travel from Edgware (EW) garage using existing TE-class AD E400 Enviro400 diesel double-deck vehicles. Previously operated by *Sullivan Buses* from South Mimms (SM) garage.
- 616 (*Stagecoach East London-AW*) (Winchmore Hill, Old Park Ridings & Edmonton Green Station SDO) Re-allocated from Walthamstow Avenue (AW) to Leyton (T) garage.
-

Saturday 31st August 2024 continued:

- 617 (Turnpike Lane Station & Turkey Street, St. Ignatius College SDO) LBSL (QX) contract awarded to Metroline Travel from Potters Bar (PB) garage using existing VW-class Volvo B9TL Wrightbus Gemini 2 diesel double-deck vehicles. Previously operated by *Sullivan Buses* from South Mimms (SM) garage.
- 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. Operated by *Transport UK* using a hybrid double-deck vehicle from Southall (GW) garage.
- 629 (Wood Green Station & Turkey Street, St. Ignatius College SDO) LBSL (QX) contract awarded to Metroline Travel from Potters Bar (PB) garage using existing VW-class Volvo B9TL Wrightbus Gemini 2 diesel double-deck vehicles. Previously operated by *Sullivan Buses* from South Mimms (SM) garage.
- 640 (South Harrow Station & Harrow Weald, Clomp 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. Previously operated by *Sullivan Buses* from South Mimms (SM) garage.
- 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. Previously operated by *Go-Ahead Metrobus* from Croydon (C) garage.
- 667 (*Stagecoach East London*-BK/WH) (Ilford High Road & West Hatch School SDO) Additional journey in the AM peak.
- SL9 (*London Sovereign*-SO) (Heathrow Airport Central & Harrow, Bus Station, Limited Stop) Revised daily schedules for reliability and running time.

PVR Changes Saturday 31st August 2024:

Arriva London North: 66 to 14/14/9 #GY61+, 217 to 11/9/6 #EC1+;
 Arriva London South: 289 to 15/15/11 #TH271+, 663 to 1/-/- #TH401;
 Go-Ahead Metrobus: 663 withdrawn;
 London United: 18 to 39/36/26 #RP251+, (^N18) N18 to 13 SuThN/19 FrSaN #RP251+ ,
 94 to 18/18/14 (19 Fr) #S351+, (^=94) =94 to 3 every night #S351+;
 148 to 16/16/16 (17 Fr) #S201+, (=148) =148 to 4 SuThN/6 FrSaN #S201+
 (Night routes using daytime running numbers), No change to 218 PVRs;
 London Sovereign: No change to SL9 PVRs;
 Metroline Travel: 90 to 17/16/12 #PV251+, 481 to 7/6/3 #AH101+, 605 to 1/-/- #EW301+,
 606 to 2/-/- #EW356/357, 617 to 2/-/- #PB351+, 629 to 2/-/- #PB356/357, 640 to 2/-/- #HD141+.
 No change to 327 PVRs (*see 17th August, earlier*);
 Stagecoach East London: 20 to 10/10/5 #T21+, 309 to 8/8/8 #HK111+, 310 to 8/7/7 #HK201+,
 616 to 2/-/- #T181+, 667 no change to PVRs (#WH408 also runs AM);
 Stagecoach Selkent: 314 to 17/17/14 #TB71+;
 Transport UK: 618 to 1/-/- #GW616, no change to 481 PVRs;
 Uno: No change to 383 PVRs.

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

Saturday 7th September 2024 (or first equivalent school day on school routes):

- 49 (*London United*-S) (Clapham Junction, Northcote & White City, Bus Station) Renewal of LBSL (QC) contract using existing BCE-class BYD D8UR Enviro400EV electric double-deck vehicles. Revised daily schedules for reliability and running time.
 - 117 (*London United*-AV) (West Middlesex Hospital, Main Entrance & Staines, Bus Station) Renewal of LBSL (QC) contract using existing MCM-class Mercedes-Benz Citaro diesel single-deck vehicles.
 - 395 (*London Sovereign*-SO) (Harrow, Bus Station & Westway Cross Retail Park) Renewal of LBSL (QC) contract using existing DDE-class AD E20D Enviro200 (MMC) diesel single-deck vehicles.
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Saturday 7th September 2024 continued:

- 398 (*London Sovereign-SO*) (Ruislip Station & Wood End, Lillian Board Way) and
- H9/H10 (*London Sovereign-SO*) (Northwick Park & St. Mark's Hospital circular, H9 via Wealdstone, Rayners Lane, H10 via Rayners Lane, Wealdstone) Renewal of LBSL (QC) contract using existing BME-class BYD D8UR Enviro 200EV electric single-deck vehicles. Revised schedules introduced on 17th August (*see earlier*).
- H13 (*Metroline West-UX*) (St. Vincent's Nursing Home & Ruislip Lido) Renewal of LBSL (QC) contract using existing DE-class AD E20D Enviro200 diesel single-deck vehicles. Revised daily schedules for running time.
- 549 (*Stagecoach East London-WH*) (South Woodford Station & Loughton Station, M-Sa except eves.) ROUTE WITHDRAWN, replaced by re-structured route W14. (*see below*).
- 672 (*Stagecoach Selkent-PD*) (Woolwich Arsenal Station & Thamesmead, Hawksmoor School, SDO) Renewal of LBSL (QX) contract using existing AD40D Enviro400 diesel double-deck vehicles.
- 697 (Hayes, Lansbury Drive & Ickenham, Douay Martyrs School SDO) LBSL (QX) contract awarded to Metroline West from UX garage, using mix of existing TE-class AD E40D Enviro400, VW-class Volvo B9TL Wrightbus Gemini 2 diesel double-deck vehicles and VWH-class Volvo B5LH Wrightbus Gemini 3 hybrid double deck vehicles. Previously operated by *London United* from Hounslow (AV) garage.
- W12 (*Stagecoach East London-HK*) (Coppermill Lane & Wanstead Station) Renewal of LBSL (QC) contract, restructured as follows: Re-routed at Walthamstow Central to operate via Church Hill and Prospect Hill instead of Hoe Street, Grosvenor Park Road, Pembroke Road, Orford Road, Beulah Road, Addison Road (return via Church Lane, Church End, Vestry Road, East Avenue, Wingfield Road) thus leaving Walthamstow Village unserved. Re-routed at Whipps Cross Hospital to operate via Hospital Road instead of James Lane, then via current W19 via Essex Road South, Hainault Road, Fairlop Road to Leytonstone Station (Plaza) then Gainsborough Road, High Road Leytonstone to Wanstead then via previous W14 to Woodford Bridge, via Snaresbrook Station, Woodford Road, George Lane, The Viaduct, South Woodford Station, Chigwell Road, Charlie Brown's Roundabout, Maybank Road, Gordon Road (return via Latchett Road, Southend Road), St. Barnabas Road, Broadmead Road, Chigwell Road and Cross Road to Manor Road. Frequency to be every x15mins Mon-Sat daytime and every x20 mins Suns and evenings. Converted to new ADL E100 electric single-deck vehicles in due course.
- W13 (*Stagecoach East London-HK*) (Leytonstone, Bus Station & Woodford Wells, Horse & Well) Renewal of LBSL (QC) contract, restructured as follows: Extended from Leytonstone, Bus Station via previous W14 via Church Lane, Leytonstone High Road Station, Cathall Road, Grove Green Road, Alexandra Road, York Road, (return Warren Road, Francis Road), Ruckholt Road, (return Orient Way), Marshall Road to terminate at Leyton Asda. Sat daytime frequency increased from x20 to x15 mins, Suns and evenings from x30 to x20 mins. Novated to Stagecoach Lea Interchange and allocated to Lea Interchange (LI) garage using new Volvo BZL/MCV electric single-deck vehicles in due course, with some journeys operated with a double-deck vehicle.
- W14 (*Stagecoach Lea Interchange-LI*) (Leyton, Asda & Woodford Bridge) Renewal of LBSL (QC) contract, restructured as follows: Withdrawn in its present form and restructured to operate from Whipps Cross Hospital & Loughton Station, replacing parts of routes W12 and 549. From Whipps Cross Hospital via previous W12 via Whipps Cross Road, Lea Bridge Road, Snaresbrook Road, Snaresbrook Station, Wellington Street, Grosvenor Road, Stanstead Road, Nightingale Lane, Elmcroft Avenue, Colvin Gardens, Charnwood Drive Herman Hill, then double-run to South Woodford Station, then via the previous 549 to Loughton Station via Charlie Brown's Roundabout, Chigwell Road, Broadmead Road, St Barnabas Road, Hillside Avenue, Buckhurst Way, Albert Road, Palmerston Road, double run via Victoria Road to serve Buckhurst Hill Station, High Road, Old Station Road to Loughton Station. Daily service every x60 mins using new Volvo BZL/MCV electric single-deck vehicles in due course.
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Saturday 14th September 2024:

222/= (*Metroline West-UX*) (Hounslow, Bus Station & Uxbridge Station) Renewal of LBSL (QC) contract using existing VWH-class Volvo B5LH Wrightbus Gemini 3 hybrid double-deck vehicles. Revised daily and nightly schedules for running time.

Saturday 21st September 2024:

160 (*Stagecoach Selkent-TL*) (Catford, Thomas Lane & Sidcup Station) and
660 (*Stagecoach Selkent-TL*) (Bellingham, Catford Garage & Avery Hill, Stationers' Crown Woods Academy SDO) Renewal of LBSL (QC) contract using existing electric double-deck vehicles.
210 (*Metroline Travel-W*) (Finsbury Park Station & Brent Cross, Shopping Centre) Renewal of LBSL (QC) contract using BYD electric double-deck vehicles in due course (type code to be confirmed).
W9 (Chase Farm Hospital & Southgate Station) LBSL (QC) contract awarded to Metroline Travel using DEM-class AD20D Enviro200 diesel single deck vehicles from Potters Bar (PB) garage. Previously operated by *Sullivan Buses* until 2nd August, and temporarily by Stagecoach East London from Ash Grove (HK) garage from 3rd August 2024.

Saturday 28th September 2024:

4 (*Metroline Travel-HT*) (Archway Station & Blackfriars Station) Renewal of LBSL (QC) contract using new WDE-class StreetDeck Electroliner electric double-deck vehicles in due course. Daily late evening frequency increased from x20 to x12 mins, and early Sat AM from x20 to x15 mins.
131 (*Go-Ahead London General-AL*) (Kingston, Fairfield Bus Station & Tooting Broadway) Renewal of LBSL (QC) contract using new electric double-deck vehicles in due course (type TBA).
411 (*London United-TV*) (West Molesey, Central Avenue & Kingston, Cromwell Road Bus Station) Renewal of LBSL (QC) contract using existing DLE-class E20D Enviro200 diesel single-deck vehicles. Early and late journeys daily increased from x60 to x30 mins.

Saturday 5th October 2024:

148/= (*London United-S*) (Camberwell Green & White City, Bus Station) Renewal of LBSL (QC) contract using existing BCE-class BYD D8UR Enviro400EV electric double-deck vehicles. Revised schedules introduced on 31st August (*see earlier*).
180 (*Stagecoach Selkent-PD*) (North Greenwich Station & Erith, Quarry Road) Renewal of LBSL (QC) contract using existing mix of BYD D8UR Enviro400EV electric and AD E40H or Volvo B5LH Enviro400H hybrid double-deck vehicles.
201 (*Transport UK-BC*) (Morden Station & Herne Hill Station) Renewal of LBSL (QC) contract using existing AD20 Enviro200 diesel single-deck vehicles. Early and late journeys daily increased from x30 to x20 mins.
290 (*London United-FW*) (Staines, Bus Station & Twickenham Station) Renewal of LBSL (QC) contract using existing BE-class BYD D8UR Enviro200EV electric single-deck vehicles.
661 (*Stagecoach Selkent-TL*) (Petts Wood Station & Chislehurst, War Memorial SDO) Renewal of LBSL (QX) contract using diesel double-deck vehicles.
669 (*Stagecoach Selkent-PD*) (Thamesmead, Town Centre & Bexley Lane, Cleeve Lane School SDO) Renewal of LBSL (QX) contract using diesel double-deck vehicles.

Saturday 12th October 2024:

103 (*Arriva London North-GY*) (Rainham Station & North Romford, Chase Cross) Renewal of LBSL (QC) using existing hybrid HV-class Volvo B5LH Wrightbus Gemini double-deck vehicles in due course, when released elsewhere, with DW-class DAF DB300 Wrightbus Gemini diesel double-decks covering in the meantime. Sunday daytime and daily evening frequency increased from x20 to x15 mins.
150 (*Arriva London North-DX*) (Becontree Heath, Leisure Centre & Chigwell Row, Lambourne Road) Renewal of existing LBSL (QC) using existing hybrid HV-class Volvo B5LH Wrightbus Gemini double-deck vehicles in due course, when released elsewhere, with DW-class DAF DB300 Wrightbus Gemini diesel double-decks covering in the meantime.

Saturday 12th October 2024 continued:

- 175 (*Arriva London North-DX*) (North Romford, Hillrise Estate & Dagenham, Kent Avenue) Renewal of LBSL (QC) using existing hybrid HV-class Volvo B5LH Wrightbus Gemini double-deck vehicles in due course, when released elsewhere, with DW-class DAF DB300 Wrightbus Gemini diesel double-decks covering in the meantime. Sunday daytime and daily evening frequency increased from x20 to x15 mins.
- 257 (*Stagecoach East London-T*) (Stratford, Bus Station & Walthamstow Central Station) Renewal of LBSL (QC) using new electric double-deck vehicles in due course.
- 341/= (*Arriva London North-AR*) (Angel Road, Tesco & Waterloo Station) Renewal of LBSL (QC) using new EZ-class Volvo BZL/MCV electric double-deck vehicles in due course.

Saturday 19th October 2024:

- 22 (*Go-Ahead London General-AF*) (Putney Common & Oxford Circus) and
- N22 (*Go-Ahead London General-AF*) (Oxford Circus & Fulwell, Stanley Road) Renewal of LBSL (QC) using new electric double-deck vehicles, type TBC, in due course.

Saturday 26th October 2024:

- U1 (*Metroline West-UX*) (Ruislip Station & West Drayton Station) Renewal of LBSL (QC) using new electric single-deck vehicles (type TBA) in due course.
- U2 (*Metroline West-UX*) (Uxbridge Station & Brunel University) Renewal of LBSL (QC) using new electric single-deck vehicles (type TBA) in due course, revised to serve Oak Farm Estate at all times.
- U3 (*Metroline West-UX*) (Uxbridge Station & Heathrow Airport Central) Renewal of LBSL (QC) using new electric double-deck vehicles (type TBA) in due course.
- U4 (*Metroline West-UX*) (Uxbridge Station & Hayes, Prologis Park) Renewal of LBSL (QC) using new electric double-deck vehicles (type TBA) in due course. Sunday daytime frequency increased from x15 to x12 mins, daily evening frequency increased from x20 to x15 mins.

SERVICE PROPOSALS

A catch up on some consultations which have been concluded. The **Silvertown Tunnel Cyclist's service** received 684 responses, with TfL adding that they are "required to provide such a service for a minimum of three years following the opening of the tunnel", as cycling will not be permitted through the new tunnel. Although it was suggested by some respondents to be permitted to use the bus lane, TfL said this was not possible for safety concerns. However, TfL stated that they will "use vehicles which provide space inside to store bicycles, rather than a trailer and minibus, run every x12mins daily from 06:30 to 21:30 between Greenwich Peninsula and Silvertown, and be free to use for at least the first year of operation, in line with our 'green and fair' policy." Longer term, there was a favourable response for the provision of a dedicated ferry service, although cycles can "alternatively be taken on the cable car or the Greenwich foot tunnels." The service has not been awarded at time of going to press.

The extension of route **E1** to Osterley was reported earlier this year, along with new route 618, but the extension will only take place by "May 2027", subject to new housing development.

The extension of route **394** from Islington to King's Cross, Canal Reach received 325 responses, mostly positive with some negative ones about increased congestion and suitability of the highway. Concern was expressed about overcrowding, although TfL admitted there was a "separate plan to decrease frequencies during the day on weekdays and Saturdays to help better match capacity to demand. There is expected to be enough capacity on route 394 to accommodate and carry passengers who wish to travel if the route is extended." The frequency was indeed changed (actually increased on Sunday) from 27th July 2024 (*see TLB720*), but TfL will monitor the usage. This is expected to be introduced later this year, subject to highway and infrastructure works.

The consultation involving route **273** received 326 responses. TfL stated that there was general support for fixed bus stops, although there was "both concern and agreement with a reroute of the 273 from Jevington Way to Exford Road. Concern related to less access to the bus service and recognition that change was required as Jevington Way was frequently blocked when vehicles were unable to safely pass each other.". TfL announced that the re-routing change will take place "later in the Autumn" but is currently diverted away

from the existing Hail & Ride section in Manor Park and Hither Green areas until October (*see diversions later*).

A new consultation was issued on 2nd September with a closing date of 13th October. TfL are proposing to merge routes **14 and 414**; in other words, route 414 would be withdrawn with route 14 increased in frequency from x10 to x8 mins Mon-Sat daytimes, and from x12 to x10 mins Sundays and Evenings. Route 414 currently runs from Marble Arch to Putney Bridge Station and parallels route 14 from Hyde Park Corner. TfL add that routes 74 and 137 provide alternative links from Knightsbridge to Marble Arch. (although the line diagram map shows the current diversion of the 137 away from Sloane Street!). Route 414 was also due for re-tender under tranche #899A to start in November, so we shall wait and see whether the result will be quickly decided.

Another consultation was opened on the same day with the same closing date, concerning routes **45, 59 and 118**. TfL are proposing to re-route **59** at Streatham Hill to Clapham Park, Atkins Road, in place of route **45**, which in turn is withdrawn between Elephant & Castle and Camberwell Green. At Streatham Hill, the route now extends via existing route **118** to Morden Station, with route 118 thus withdrawn. No mention of frequency is mentioned on the revised routes, although clearly overall frequency is being reduced on well-bussed sections from Elephant & Castle and Camberwell Green and Brixton & Streatham Hill. Route 45 has been awarded this month, (*see earlier*) with PVR “TBA” and route 118 was also due for re-tender under tranche #906A to start in February 2025.

The consultation for route **310** opened on 1st September, with no closing date, TfL stating that the consultation will run in parallel to the initial 12-month trial of the route. TfL state: “we have received requests for a direct bus service to operate between Golders Green and Stamford Hill for many years, from members of the public and local community leaders and stakeholders...the Mayor asked us to look at a way to provide a bus service with direct links”.

Finally, thanks to member Jeremy pointing this out, some consultation updates were trimmed off from TLB715 and not reinstated. Therefore, we are awaiting start dates for routes **91/N91, 123 and 232 for Haringey Heartlands**, as well as **273 and 394** noted above and promised in “Autumn 2024”. All outstanding proposals are listed below:-

A summary of the main proposals variously awaiting results:

TLB686 p12: 410 stop changes in Norwood;

TLB705 p14: 419 fixed stops in Barnes.

TLB708 p16: Oxford Street.

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

TLB718 p13: 241 extension in Stratford to Here East.

TLB719 p18: 350 extension in Hayes & Harlington.

TLB720 p15: Camden Town pedestrianisation.

FORTHCOMING CHANGES IN BRIEF Deferred to next month

OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS IN LONDON

Diamond Bus South East assumed operation of route H30, the limited stop service from Heathrow T5 to Hatton Cross calling only at Cargo area and T4, from 24th August.

During the annual Brentford Festival on Sunday 1st September, **Red Routemaster** ran local circular route 657 using RML2323 and RML2366.

DIVERSIONS, DEVIATIONS AND DISRUPTIONS Deferred to next month

COUNTRY AREAS - Route Developments

Section Editor: Phil Miller, 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.

West and South ESSEX, including THURROCK

Saturday 31st August

Changes to Ensignbus network: Services on the main Aveley (Usk Rd)-Lakeside- Grays- Tilbury corridor are simplified- or at least the route numbering is. Until this date, the service ran as 22/ 73 (M-F late a.m. peak until early pm peak, and Sats except early a.m. & evenings), the 22 between Aveley and Grays Bus Stn and the 73 between Lakeside and Tilbury (with different routeings in West Thurrock/ Lakeside); Sunday except evenings was similar but as 73A via Chadwell St Mary in lieu of the 73. At most other times, ran as through services 77, 77A and Z1 all from Aveley via the 22 routeing through Lakeside/ West Thurrock to Tilbury (77 M-S early a.m. late p.m. peaks jnys to Tilbury (Civic Square); 77A M-S even earlier a.m. and all evening via Chadwell St Mary and continuing to Tilbury Asda; and daily early a.m. and evening to/from Tilbury Amazon as route Z1). Sunday evenings were just the 73A plus the Z1 journeys as above, with no 22 at all and nothing else between Lakeside and Aveley.

From this date, with the exception of the changes bullet-pointed below, the pattern of service remains the same but everything is now numbered 22 or 73, regardless of the terminal point in Tilbury or whether running via Chadwell St Mary. The numbers 73A, 77, 77A and Z1 fall into disuse. At the times when through journeys run, eastbound buses will change number from 22 to 73 at Lakeside Bus Stn and westbound buses will change from 73 to 22 at Grays Bus Stn (through ticketing is available). This throws up the anomaly that, at these times only, the 73 follows the 22 routeing between Lakeside and Grays (eastbound only). But, as mentioned above, in addition to all this there are also some changes to the actual service pattern/ routes, as follows;

- The 22 is increased M-F except evgs from x20 to x15, and furthermore, one bus per hour on M-F (peaks and daytimes) extended from Aveley (Usk Rd) to Purfleet-on-Thames Station by double-running back via Romford Road and Mill Rd to Purfleet Rd, then the Ocado Centre, Garrison Estate (Tank Hill Rd, Centurion Way, Chieftain Drive), London Rd.
- The 73 is extended M-S daytimes from Tilbury (Civic Square) via Tilbury Town Stn to Asda. However, the reverse applies in the evenings, with the service withdrawn between Civic Square and Asda (now as 73, previously as 73A).
- The Sunday evening service extended from Lakeside to Aveley (Usk Rd), x60; previously only the uni-directional Z1 journeys covered this at these times. Thus the 22 now runs daily.

Other Ensignbus changes from the same date as follows:

- 32 *(Aveley (Usk Rd) & Purfleet (Uplands Estate), SDO)* Withdrawn. Replaced by 22.
- 33 *(Grays & Chafford Hundred, M-S exc. evgs)* Reduced M-F offpeaks from x30 to x60. Schooltime journeys rerouted between Chafford Hundred Stn and Warren Lane via Saffron Rd and Rainbow Rd instead of Mayflower Rd and Lancaster Rd.
- 44 *(Lakeside Bus Stn & Grays Bus Stn via Purfleet, M-S exc. late evgs)* Earlier a.m. and later evening journeys introduced M-F.
- 66 *(Grays Bus Stn & Chadwell St Mary, daily exc. evgs)* Frequency reduced Sats from x30 to x60.
- 83 *(Lakeside Bus Stn & Chadwell St Mary, M-S exc. evgs)* Increased M-F a.m. peaks from x30 to x20. Extended to operate into the early evenings M-F, and an earlier Sat a.m. journey added.
- 88/A/C *(Grays Bus Stn & Stifford Clays, M-S exc. evgs)* Simplified to all run as 88. The 88A and 88C variants, which involved against-the-flow M-F peak journeys running a more direct route between Grays and Stifford Clays, both cease and all journeys run as 88s via the full route.
- X80 *(Chafford Hundred Stn & Bluewater, M-S exc. late evgs & Sunday shopping hours)* Apart from one return SDO a.m. journey, withdrawn between Lakeside Bus Stn and Chafford Hundred Stn.

Sunday 1st September

- 13/A/B/C *(Central Connect, Waltham Cross & Epping St Margarets Hosp, M-S; early a.m. and evgs operates as 13C and continues to North Weald; 13A is SDO and operates additionally via Shernbrook Rd and Epping School; 13B is one Sat late p.m. short jny Waltham X & Waltham Abbey)* Main 13 service extended from Epping to North Weald (The Talbot). Early a.m./ evening service thus renumbered from 13C to 13. The Sat late p.m. 13B short journey extended to Epping Stn and a second
-

journey added alongside. No change to the SDO 13A. Co-timetabled with the 18 and 20 to provide generally x15 between North Weald and Epping (up to x10 in M-F a.m. peaks).

- 14/14X (*Central Connect*) Reinstated. M-F peaks/ mid-afternoon plus one return jny on Sat a.m. and Sat early evenings. Waltham Cross & Upshire shops via Eleanor Cross Rd then either Highbridge St, Quaker La, Crooked Mile (14) or Abbeyview (14X) then Parklands, Paternoster Hill, Upshire Rd. All M-F a.m. peak and mid-afternoon jnys run as 14X; all others are 14s.
- 15/A/B(*Central Connect*) New route, almost a renumbering of the 505 but with some differences. Mon-Sat except evgs, x60 (so, double what the 505 offered), Waltham Cross & Harlow Bus Stn (not to Temple Fields) via the current 505 Eleanor Cross Rd, Waltham Abbey town centre, Ninefields, Upshire, Paternoster Hill, Nazeing, Bumbles Green, Water La, Southern Way, Abercrombie Way, Third Ave to Harlow Bus Stn. The solitary southbound M-F a.m. jny via Katherine's is expanded to include an a.m. peak northbound jny and two jnys each way in the p.m. peak; these are numbered 15A. The 15B is a M-F p.m. eastbound short working variant, two jnys Waltham X & Upshire shops. Note that the practice of omitting Waltham Abbey town and Upshire on a number of journeys on the 505 ceases, and the Saturday routing via Haydens Rd in Harlow is abandoned. Co-timetabled with the 13 to give x30 between Upshire and Waltham X.
- 19A (*First Essex, Chelmsford Garage & Harlow Bus Stn, M-S positioning journeys*) The M-F evening late evening westbound journey back-projected to start from Harlow Rail Stn. One Sats-only daytime journey introduced, eastbound a.m./ return p.m., these journeys continuing to Chelmsford Bus Stn rather than to First's garage as the rest of the service does. Introduced Sundays; one early a.m. journey westbound, return mid-evening.
- 375 (*Central Connect*) New route. Mon-Sat exc. evgs, five round trips providing x120-x180 intervals. Grays Bus Stn, Orsett Rd, Palmers Ave, Chadwell Rd, Little Thurrock, River View, Chadwell St Mary, Linford Rd, Turnpike La, Rectory Rd, West Tilbury, Church Rd, Station Rd, double-run via Princess Margaret Rd to Coalhouse Fort, East Tilbury (Gloucester Ave Coronation Ave), Linford, Walton Hall Rd, Butts Lane, London Rd, Stanford-le-Hope, King St, Southern Rd, The Manorway, North Hill, High Rd to Horndon-on-the-Hill (South Hill Crescent). This restores a bus service to many areas that have been without one for some time.
- 505 (*Central Connect, Harlow Bus Stn & Waltham Abbey, M-S exc. evgs; ext M-F to in Harlow to Temple Fields Tesco, and from Waltham Abbey to Waltham Cross*) Withdrawn. See 15.

HERTFORDSHIRE and Southern BEDFORDSHIRE

Monday 4th August

- 314 (*Centrebus, Hitchin & Welwyn Garden City, M-F daytimes and p.m. peaks*) The non-SDO p.m. journey rerouted in Welwyn and Welwyn Garden City via the SDO journey at a similar time.

Although we generally don't cover temporary diversions for the country area, worthy of mention is that from 19th August until 6th October (approx), Watling Street is closed from Park Street Stn to Sycamore Rd, causing a long diversion for Uno's 601 and 635. No stops can be served between Park St roundabout on the A405/ A414 and Colney Street so Herts CC have awarded a short-term contract to **Richard Taylor coaches of Hitchin** to operate two free temporary services; an HW1 from How Wood via Park Street La and Smug Oak La to Frogmore and a PS1 from St Stephens (Doggetts Way) to Park Street (near A405/ A414 roundabout), both approx. x30 and M-S except evgs.

Sunday 1st September- all as in TLB 720, with the following additions/ amendments (also, see Essex section for changes to Central Connect 13/A/B/C, 14/X, 15/A/B, 505)

- 35/B/C(*Central Connect, Bishops Stortford & Hertford, M-S exc. evgs*) Further to TLB 720 the 35C, which extends to the Parsonage Estate in Bishops Stortford mainly to serve Birchwood High School (but does operate NSD), is expanded to operate M-F evenings (northbound only) and picks up one M-F a.m. peak southbound jny. The 35B is now just one M-S p.m. peak jny Hertford & Stansted Abbots, and one Sat a.m. jny Bishops Stortford Interchange & Bishops Park (Tesco).
- 36/A (*Central Connect*) Confirmed as x60 M-F, x120 Sats. One M-F schooltime 36A journey operates in Bishops Stortford via St Mary's, Bishops Stortford High School, Anglo-European College and continues to Birchwood High School. There's also one early Sat a.m. 36A (otherwise it's M-F).
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- 40/A (*South Beds Dial-a-Ride, Dunstable (Asda) & Whipsnade/ Studham, M-S exc evgs*) An a.m. peak journey added M-S from Dunstable (West Street) to Whipsnade/ Studham then to Lowther Rd then through the Langdale area (Langdale Rd, Canesworde Rd, Meadway, West St) and on to Dunstable (Asda). On Sats this journey omits Studham. On M-F only, p.m. peak return journeys do the Asda/ Katherine Drive loop then West St, Meadway, Langdale Rd to terminate at Beech Close, these journeys being numbered 40A.
- 61/61A/X61 (*Red Eagle, Aylesbury & Dunstable/ Luton Interchange, M-S exc. late evgs,*) The rerouting of the 61/X61 via Tring Station is via Station Rd, Northfield Rd and Westfield Rd to line of route at Pitstone, so New Mill, Tring Wharf and Bulbourne are no longer served. Note that the 61A is unaffected apart from the eastbound a.m. journey.
- 231 (*South Beds Dial-a-Ride, Pepperstock & Dunstable (Asda), M-F daytimes*) Increased from 2 to 3 journeys per day. Schooltime journeys rerouted to serve Manshead Academy.
- 635 (*Uno, Watford Hospital Car Park & Hitchin, M-F exc. late evgs*) Revised timetable. The double-run along Bucknalls Lane to serve the Building Research Establishment in Garston is withdrawn.
- 721 (*Arriva the Shires*) Minor correction- this runs M-F exc. evgs, not M-S (but see 27th October!!)
- S6 (*Red Eagle, St Albans circular, M-F peaks & offpeak mornings, and Sat daytimes*) Correcting TLB 720, this change is from Sunday 22nd September, not 1st.
- X10 (*Uno, Hatfield (The Forum) & Luton Interchange, M-F exc. evgs UH term times only*) The rerouteing mentioned in TLB 720 is very significant. So, from Luton Interchange as now non-stop to Luton Parkway, but then calling at Kinsbourne Green, Harpenden High St, St Albans (Ancient Briton), St Albans (Sandpit La), UH The Forum to UH de Havilland Campus. Hatfield Business Park, Wheathampstead and Batford are no longer served.

Also from this date, many **changes to services on the borders of our coverage**- herewith a quick (!) round-up. **Arriva**; 12 withdrawn between Luton Church St and Interchange, with extra SDO journeys to replace the SDO 802 and 812 (both withdrawn); 23 extended to Linnere and increased M-S daytimes from x60 to x30, replacing 28B (withdrawn) and the 28 between Hockwell Ring and Linnere; 24/ 25/ 26 to start from Luton Church St instead of Silver St and the 26 extended to Bramingham Sainsburys; 27 minor rerouteing in Luton; 29 down from x15 to x20; 31 rerouted via Luton Interchange; 32 to terminate at Luton Interchange. SDO 823 withdrawn (replaced by a journey on 24/25/26 from Sundon Park to Cardinal Newman School). Routes 1, 4, F70/F77, A and Z minor timetable changes. **Grant Palmer's** Hi service Luton and Houghton Regis north will have a new timetable, x30 alternate journeys running direct along the busway, omitting Dunstable town centre. Their 78 is withdrawn largely in consequence of Arriva's 23 changes; the 79 has some extra journeys between Barton-le-Clay and Luton. Timetable reductions on service C, down from x30 to x60 during daytimes. **South Beds Dial-a-Ride** 74 (Dunstable & Hockliffe/ Toddington) withdrawn. Changes on their 40 and 231 covered in full above.

Whitbread Wanderbus routes; W7 stop added on Broad Street, Clifton but no longer via Arlesey, instead via Stotfold Rd; W14 to also serve Hanscombe End near Shillington; new W15/ W16, both on the 3rd Wednesday of each month and running between Meppershall & Stevenage (Roaring Meg); the W15 via Broom, Langfold, Henlow and Stotfold and the W16 via Campton, Gravehurst, Shillington, Lower Stondon, Meppershall and Clifton. **Flittabus** have a new Fridays-only F7, Maulden to Hitchin.

Centrebus circulars 96/A Letchworth & Arlesey/ Stotfold switch to **A2B Travel**. Finally, **Stephensons** SDO 306 from Wicken Bonhunt (Essex) into Bishops Stortford is extended to the new Bishops Stortford High School site at St James Park, and switches to **Central Connect**.

Sunday 22nd September

- 97 (*Arriva the Shires, Hitchin & Stotfold, daily except evgs*) Timetable changes for better train connections.
- 101/ 102 (*Arriva the Shires, Stevenage Bus Stn & Luton Interchange, daily*) The double-run to Lilley, withdrawn on the 101 on 2nd June, is to be reinstated during M-F offpeaks. The peak journeys which had continued to double-run to Lilley are also renumbered back from 102 to 101.
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- 301 (*Arriva KT, St Albans & Stevenage Bus Stn, daily; extended M-F peaks, daily evenings and Sundays to Lister Hospital*) Reinstated through to Lister Hospital M-F offpeaks and Sats, reversing the change of 14th April.
- 305 (*Metroline, Sandridge/ St Albans (or New Greens SDO) Colney Heath, M-S exc evgs; positioning journeys a.m./ late pm. peak extended to/ from Potters Bar*) Operation transferred from Metroline to Centrebus. Minor timetable changes.
- 311 (*Arriva KT, Bishops Stortford & Stortford Fields, M-S exc late evgs*) SDO journeys extended from Stortford Fields along Newlands Ave to Avanti Grange Academy.
- 725 (*Arriva KT, Rickmansworth & Stevenage Lister Hospital, M-S except late evgs*) Withdrawn between Stevenage Bus Stn and Lister Hospital (replaced by 301).
- S6 (*Red Eagle, St Albans circular, M-F peaks & offpeak mornings, and Sat daytimes*) Corrected date for change reported in TLB 720 under 1st September entry.

Sunday 27th October

- 9A/B (*Stagecoach, Bedford & Stevenage Bus Stn, M-S exc. evgs*) Introduced on Sundays except evenings, x60 Stevenage & Hitchin, then x120 on to Bedford.
- 721 (*Arriva the Shires, Luton Interchange & Hemel Hempstead, M-F except evgs*) Introduced Sats except evenings.

BUCKINGHAMSHIRE, SLOUGH AND WINDSOR

Monday 19th August

Aylesbury's new **Village Connect DDRT** service commenced. The operating area is roughly bound by Aston Clinton, Halton, Weston Turville, Stoke Mandeville, Bishopstone, Hartwell, Aylesbury Vale Parkway station, Weedon and Hulcott, but journeys entirely within the town area- and which might otherwise be achieved by using scheduled bus services- seem to be possible.

Saturday 24th August

- 459 (*Diamond Bus South East, Iver Heath & Heathrow T5, 3 night jnys this way only*) Withdrawn.
- 710 (*Diamond Bus SE, Chesham Bdy & Heathrow Central, nights*) Withdrawn (no replacement).
- A60 (*Carlone, Sunnymeads & Heathrow Central, 3 night jnys this way only*) Not now withdrawn after all. Operation is transferred under contract to Diamond Bus South East. As part replacement for the 459, the first two journeys are back-projected to start from Iver (Post Office) then via Iver Stn, and non-stop to line of existing route at Sunnymeads (not an especially direct way to reach Heathrow from Iver!).

Sunday 1st September- all as in TLB 720, with the following additions/ amendments.

- 18 (*Redline, Stokenchurch & High Wycombe Bus Stn, non-SDO M-F peaks*) Withdrawn.
- 18S (*Redline, Stokenchurch & High Wycombe Royal Grammar School, SDO*) Withdrawn (replaced by new Red Rose 643 and a back-projected jny on Carousel's 34, part of the t/t change in TLB 720).
- 37/A (*Carousel*) Correction re the Saturday service. Aside from two early a.m. southbound journeys and the early evening service, the service runs Maidenhead & High Wycombe as 37A, not 37 as stated. Worth noting that the 37A doesn't operate beyond Bourne End on M-F. This also means that on Saturdays the routeing via London Road/ Loudwater is not restored after all.
- 71 (*Red Rose, Chesham Bdy & Whelpley Hill, M-S exc. evgs*) Withdrawn during M-F peaks, and Mon-Sat mid-morning journeys towards Whelpley Hill withdrawn. Rerouted between Orchard Leigh (Rushmore Lane) and Chesham (Codmore Cross) via Lye Green and Lye Green Road ex Jasons Hill, Ley Hill and Botley (routeing switched with Carousel route 1- see TLB 720).
- 71A (*Red Rose, Chesham Bdy & Hilltop Estate, M-S offpeaks*) A mid-afternoon journey introduced Mon-Fri partly replacing the 71 at these times (the 71A is effectively a short- working 71).
- 72 (*Red Rose, Chesham Bdy & Amersham Stn, M-F offpeaks & early Sat a.m.*) The M-F afternoon journey withdrawn (in fact rerouted and renumbered as 73).
- 73 (*Red Rose, Chesham Bdy & Amersham Stn, M-F offpeaks plus non-SDO peaks; extended offpeaks to Coleshill*) The non-SDO a.m. peak journey withdrawn.
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- 73S (*Red Rose, Chartridge & Little Chalfont, SDO*) Withdrawn between Amersham Schools on Stanley Hill and Little Chalfont, and rerouted instead 'fast' via A413 and A355 to Coleshill; a return trip back to the schools and on to Amersham Stn is then added (reverse in the p.m. peak).
- 77 (*Red Eagle, Chesham Bdy & Chartridge, M-S daytimes*) Withdrawn between Poles Hill and Chartridge (replaced by Carousel 1C). NB confusingly, no change to Red Rose's Sats-only 77 to Chartridge which does not serve Poles Hill!
- 106/ 107 (*Carousel*) Additionally, rerouted in Little Chalfont via Amersham Rd and Elizabeth Ave ex Chalfont Ave.
- 607 (*Carousel*) New SDO route. Slough (Wellington St), Uxbridge Rd, George Green, Iver, Iver Heath (Swallow St, Slough Rd, Bangors Rd N, Church Rd), Fulmer, Gerrards Cross to Chalfont Community College.
- 643 (*Redline, Ibstone & High Wycombe Bus Stn, SDO*) Withdrawn (see below).
- 643 (*Red Rose*) New SDO route formed as a merger of the Redline 18S and 643. Ibstone via current 643 to Lane End (though via Marlow Rd and New Rd in Stokenchurch, and the Lane End loop is not served), then double-run to Frieth, then Wycombe Air Park, Cressex Rd, Marlow Hill, High Wycombe Bus Stn to RGS High Wycombe.
- 814 (*Redline, Monks Risborough & High Wycombe Marlow Hill schools, SDO*) Withdrawn between Loosley Row and Monks Risborough.

Also from this date **Arriva the Shires** make several alterations to their X4 Aylesbury & MK with a new routeing in MK (Bletchley Bus Stn and Stadium MK); also now via Billington Rd ex Southcourt Rd/ Linslade in Leighton Buzzard; and in the Aylesbury area most buses now via Kingsbrook Estate and Tring Rd ex Bierton. The X40 variant ceases with all journeys now as X4s. New timetable on the X6 (Aylesbury & MK via Buckingham). Minor rerouteings and timetable changes on Leighton Buzzard locals L3, L4 and L5. Finally the p.m. journey on **Red Rose** SDO 617 (Aylesbury & Waddesdon) now omits Aylesbury Bus Stn.

Sunday 22nd September

- 8 (*First Berkshire & The Thames Valley, Slough & Heathrow T5, daily exc. late evgs*) Timetable changes for reliability.

SURREY and northern parts of WEST SUSSEX

Saturday 24th August (note corrected date for 556/ N555)

- 442 (*Carlone, Heathrow Terminal 5 & Staines, daily with night journeys; extended nights to Engelfield Green; numerous other variations operate*). As in TLB 720, except that the comment re M-F variations in Stanwell and Stanwell Moor being adopted on Sats and Suns was erroneous; they already run Sats & Suns.
- 556 (*Diamond Bus SE, Chertsey & Heathrow T4 daily & nightly but no northbound service 1200-1600 and no southbound service 0830-1500; extended nights to Heathrow Central*) Withdrawn.
- 593 (*Carlone, Staines & Lyne, M-F mid-mornings, one rtn jny*) Revised timetable for reliability.
- N555 (*Diamond Bus SE*). New route, daily late evenings and nights, generally x60, Heathrow Central & Walton-on-Thames (The Bear) via the current 555 i.e. Hatton Cross, T4, Bedfont, Stanwell, Ashford, Ashford Common, Sunbury Cross, Sunbury, Upper Halliford and Shepperton.
- X442 (*Carlone, Staines Bus Stn & Heathrow T5, daily with night journeys*) Like the 442, the timetable is standardised daily.

Saturday 31st August

21, 22, 281, 291, 420, 460, 820 (*Metrobus*)- all as in TLB 720.

- 555 (*Whiteley village & Heathrow Central, daily exc. late evgs*) Corrected date for the transfer from Diamond Bus SE to White Bus; not 2nd September.

Monday 2nd September

8, 455, 525, 533, 545, 599 (Carlone); 479 (Falcon); 1, 503, 520, 523, 538, SP3, SP4 (Stagecoach South); 661 (Cardinal to Reptons); 862 (Edward Thomas to Cardinal); 881 (Cardinal) - all as in TLB 718/ 720.

From this date, Surrey are expanding and revising their **Surrey Connect DDRT** services, hence the withdrawal of the scheduled 5xx routes listed above. The new operating areas are Runnymede, Haslemere, Surrey Heath and Woking Guildford, all of which operate on a “bus stop to bus stop basis”. The existing Longcross DRT service is subsumed by the Runnymede operation. All of these are to be provided by **Woking Community Transport**, who also take over the Cranleigh and Farnham area services from **Waverley Hoppa**.

Sunday 8th September: 34, 35 (*Stagecoach South*) - as in TLB 720.

North and West KENT

Sat 31st August- Metrobus 291, see Surrey, and Ensignbus X80, see Thurrock/ Essex.

Monday 2nd September

- 3 (*Go-coach, Sevenoaks & Locks Bottom, Princess Royal University Hospital, M-F daytimes*)
Timetable changes with various individual journeys shortened.
- 218/219 (*Arriva Kent & Surrey, Tonbridge locals, daily*) Revised timetables daily.
- 305 (*1st Bus Stop*) Reinstatement of the service withdrawn at Easter; Vigo & Gravesend schools (Pelham Rd), SDO via Culverstone Green, Meopham Green, Meopham, Istead Rise, Shears Green, Northfleet, Perry Street.
- 531 (*Arriva K & S, Kemsing Noah’s Ark & Tonbridge Weald of Kent Sch., SDO*) Revised timetable.
- MEO1 (*1st Bus Stop, Denton (Lion Garage) & Meopham School, SDO*) Extended from Denton (Lion Garage) via Old Road, Valley Drive, Whitehill Lane to King’s Farm (Hollybush Rd).
- S3 (*Go-coach, Orpington (War Memorial) & Sevenoaks Bus Stn, SDO*) Withdrawn between Bat & Ball and Sevenoaks Bus Stn, and rerouted instead to Trinity School.

Also, Nu-Venture took over from Arriva on the SDO 570 Wrotham High St & Maidstone Bus Stn.

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).

Heathrow Terminal 4 is the gallery for “**A Taste of Home**”, an ‘Art on the Underground’ installation by photographer Joy Gregory on display from June 2024. The blue multifold slimline contains several excerpts of the work accompanied by narrative explaining how images explore ‘themes of belonging, migration and plant knowledge.’

Essential rail milling is the reason for “**Services finish one hour earlier on all DLR routes**”, a single sided A5 leaflet in portrait format which explains early closures between 29th May – 3rd June, 6th – 10th June, 12th – 15th June and 21st – 25th June. A QR code connects displaced passengers to the TfL Journey Planner.

Published in May 2022 is “**Paddington Area Map**” from The Paddington Partnership. The single sided A3 sheet carries the logos of Network Rail, Transport for London, Heathrow Express and GWR. It is a street map centred on the station covering an area bounded by Little Venice, Edgware Road and Sussex Gardens.

Previously unreported is a May 2024 edition of “**Hop-on Hop-off Open Top Tours**” from Golden Tours. It is in the same format as the April 2024 edition reviewed in TLB716. An unusual item from the company is “**Princess Diana**” a double sided slimline promoting a photo exhibition of the late princess which took place at St Katherine Docks between 25th May and 2nd September.

Competitor Tootbus has an updated version of “**Sightseeing Bus Tours**” featuring a cover illustration of Union Jack liveried Scania passing Parliament. The multifold slimline carries a July 2024 print date.

After a graffiti attack forced the cancellation of trips during June, this year’s first public outings on the London Transport Museum’s 1938 stock took place on 20th and 21st July. Passengers on the round trips from Uxbridge via Harrow on the Hill received “**Uxbridge station A brief history**”. The double sided A4 sheet also features a short history of the train, albeit using different text to that used for the 2023 series of

trips. The leaflet is also notable for carrying the new multi coloured ‘Museum’ roundel. A second opportunity to ride the train on 10 and 11 August saw passengers receive **“Fly the Tube”**, an appropriate history to enjoy on the circular trip from Northfields via the Heathrow loop. In the same double sided A4 format it outlines the development of rail services to the airport. On the reverse is another concise history of the train with different text to the previous versions. A note at the bottom reveals that the content was researched and produced by London Transport Museum’s Young Freelancer Programme, a year long paid placement for young people seeking to establish a career in the cultural sector.

Delivered directly to local addresses is **“Bus stop suspensions near Greenford Station”**, a double sided A4 sheet from joint venture Skanska, Costain and Strabag who are building part of HS2. It outlines arrangements during the closure of bus stops for utility work in Oldfield Lane North between 19th August and 15th September.

The first reported timetable book since the company was taken over by First in 2023 is **“Ensignbus your frequent & convenient way to get around Thurrock”** valid from 31st August. The blue slimline book has the River Thames running across the cover with key destinations on either bank. Beneath this are outlines of the Queen Elizabeth II Bridge and Lakeside shopping centre accompanied by a drawing of a Wright bodied double decker. The book has timetables, maps and key fares for the network of services.

Previously unreported is **“Welcome to Herts, September 2023”** from Uno. The A6 book is aimed at students at the University of Hertfordshire, containing brief details of the company’s operations accompanied by a map of the inter-campus shuttle bus route. With the new academic year imminent any reports of a 2024 version would be appreciated.

Following the 2023 version reported in TLB710, Bedford Borough Council, Central Bedfordshire and Luton councils have combined to publish **“Days Out By Bus, Bedfordshire 2024/25”**. Since last year it has evolved to become a multifold slimline providing a county wide bus map extending beyond the county as far as Stevenage, St Albans, Hemel Hempstead, Aylesbury and Milton Keynes with the details of places to visit overleaf. As last year, black is the background colour on the cover with the message 'Funded by UK Government'. The rear cover has eight QR codes linking to operator websites for up-to-date details of routes and fares.

Arriva’s flagship **“GL Greenline 757 Timetable London Luton Airport - Central London”** is an A7 multifold with green cover dated inside as 'Valid from 21st July 2024'. Carrying the same date is **“X1 Milton Keynes, Dunstable and Luton, Fast & direct”** a twelve page slimline with Arriva blue cover offering timetables, fares and maps for this new service. The timetables cover both the full route plus summary tables listing departures from each terminal. A full route map includes larger scale sections to show stops served in Milton Keynes and Luton.

A thirty-minute frequency to Luton Airport and fifteen-minute frequency on the core section are clearly highlighted on the cover of **“100 101 102 Luton to Stevenage”**. The sixteen-page slimline book, valid from 2nd June, includes a full timetable and route map.

With the well-publicised withdrawal of Arriva after 27th July Carousel seized the initiative and issued two items in advance so that passengers could plan for the changes. The town services have seen the reintroduction of the **“The Wycombe Bus Company”** brand on a forty-page slimline book valid from 28th July until 31st August. This provides timetables for all local routes – 27, 30, 31, 32, 32A, 33, 34, 36, 37, 38, 39 and 39A are listed on the red cover illustrated with a drawing of an Enviro 200MMC. A summary timetable shows all routes along the London Road. The front cover unfolds to show a network map of these routes plus the ‘Chiltern hundreds’, ‘the One’ and 800/850. In addition, the 36 and 37 timetables have a simple line diagram showing places served by each route between High Wycombe and Maidenhead. There is also a map showing where to board in the bus station and nearby streets plus details for a range of fare deals in the town’s ‘Zone A’. From 1st September an updated version of **“The Wycombe Bus Company”** added routes 37A and 37B to the cover and timetables

A key selling point for passengers of the new arrangements is the re-introduction of crosstown links on routes 32 and 33 which are highlighted in **“High Wycombe’s well-established route numbers and crosstown connections are back from 28th July 2024.”** The multifold slimline includes tables showing first and last bus times plus frequency from the ends of each route accompanied by fare information for the town’s ‘Zone A’.

William Hayward's Grade 1 listed Henley Bridge features on the cover of **"800 850"**, a sixteen-page slimline also valid from 28th July until 31st August. As well as a full timetable for the routes it includes a map of both routes featuring a magnified Reading area without the bus stops marked. These are included elsewhere with diagrams of key stops in Wycombe and Reading. There is also a two-page spread giving brief ideas for tourists visiting Reading, Marlow, High Wycombe and Henley-on-Thames. Following the withdrawal of route 800 the same cover has been used for **"850"**, a multifold slimline valid from 1st September.

A June 2024 version of **"fly to Heathrow"**, has been released to update the previous edition reviewed in TLB714. It is an 'extra-long' multifold slimline presented in landscape format using the Heathrow 'Flightline' branding. A red cover flash promotes the thirty-minute daytime frequency and night-time service on route 102 between High Wycombe and Heathrow. Apart from the new timetable the remainder of the content is unchanged. As previously, this edition has been delivered to homes near the route as part of a marketing campaign and may not appear in the usual outlets.

The 'fly to Heathrow' appears as a corner flash on the cover of **"frequent bus connections across South Buckinghamshire and beyond"**, a forty-four page slimline book valid from 1st September. It has timetables for routes 102, 103, 104, 106, 107, 577, 581 and 583, a collection of routes previously branded as 'Chiltern Hundreds', which appears to have been dropped in favour of the new 'Carousel Country' brand on the cover. As well as timetables for each route it has a overview map of the routes (also featuring those branded as 'The One' plus bus stop maps for Heathrow, High Wycombe, Beaconsfield, Uxbridge, Windsor, Gerrards Cross, Amersham, Slough and Langley.

Concluding a busy period for the publicity team at Carousel is **"the one"** which has a twelve page slimline book valid from 1st September. As well as a timetable showing journeys on the different route variations between High Wycombe, Chesham and Hemel Hempstead it also has a simple map showing the routes with larger scale circles for each of the three towns.

Kent's BSIP, property developers and Ebbsfleet Development Corporation are funding Go Coach's **"C2"**, a temporary route until the new Fastrack contract begins in November. The multifold slimline, valid from 7th July until 9th November 2024 features a cover photo of suitably blinded YX66WFG outside Ebbsfleet International station, accompanied by logos for the Ebbsfleet Development Corporation, Kent County Council and prominent promotion of the "£2 Flat Fare". Inside is a full timetable and map of the route between Whitecliffe Castle Hill and Gravesend station, the map using pink to denote a 'Hail & Ride' section through Rosherville.

Operating between 1st and 31st August was Arriva's **"Service 701 Maidstone – Bluewater"** with the full timetable on the locally produced single sided landscape format A5 sheet. It is illustrated with caricatures of the shopping centre and its offerings, plus prominent promotion of the £2 flat fare.

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.

Rallies and Running Days:

Imberbus 17th August: B340 (display only), RM9, RM597, RML880, RM1005, RM1400, RMC1485, RMC1490, RMC1510, RM1978, RML2318, RML2344, RML2396, RML2699, RML2735, RT3435. Modern: LT558, ST812, LT1000, Stagecoach London 12400, Transport UK 3080 plus DOE23 (ex Go-Ahead, now Bluestar), NV171 (ex Go-Ahead), 15090 (ex Stagecoach London, now Stagecoach East Kent). There were also 14 other non-London buses running.

North Weald 25th August (Routemaster 70th): RM1*, RML3*, CRL4, RM14*, RM158*, RM298, RM835, RML897, RML902, RML903, RMC1453, RMC1507, RMC1513, RM1933, RM1979, RM1993, RM2217, RCL2233*, RML2331, RML2348, RML2401, RMA48, RMF-FPT581C*. All buses were used in service except those marked *. Routes ran to Waltham Abbey, Chingford, Loughton, Theydon Bois, North Weald, Ongar and Brentwood/Shenfield.

Brands Hatch 26th August (Brands Britannia): RF28, RM1138, RMC1485, RM1804, RML2334, T23, T747/1983, T1064. ex-Abellio: 8345, 8775. ex-Arriva: L520. ex-Go-Ahead: LDP285, NV171. ex-Metrobus: M721 CGO, Y379 HMY. ex-Metroline: VPL630, TE978 (as Chalkwell K26 CWL). ex-Stagecoach: TA1/17001, 34221, 34358, 34366.

Haywards Heath 1st September (South of England Bus Festival): ex-LT: DT15, DT29, M1069, RF48, RF600, RM1979, RML2334, T23, T747/1983, T961, T1064. ex-Arriva: DLA23, ENL1, VLA131. ex-Go-Ahead: LDP20, LDP285, PVL390. ex-LCBS/L&C: SNB449, 610. ex-Metrobus: JTM 109V, M721 CGO, 6931 (current). ex-Metroline: TP417, VPL630. ex-Stagecoach: 17001. ex-Tower Transit: DML44279.

General news:

Over 620 NBfLs have been refurbished/repainted thus far, to recap these are:

LT1-44, 46-173, 175, 176, 178-192, 194-460, 464-592, 594-602, 641-658, 694, 700, 716, 718, 720, 725, 727, 729, 731, 736, 737 and 740.

Of the ones not refurbished/repainted: LT45 has been VOR since 8/6/2022, LT177 has been VOR since 18/12/2022, LT193 had been VOR since 16/9/2023, back in service for a spell on 11th July then off the road again until 5th September.

LTs are also being progressively modified with rear view cameras in place of wing mirrors. We don't intend to report on this programme but around 50 have been done so far.

Section 1: Major TfL operators

ARRIVA LONDON

ARRIVA LONDON NORTH - AD, AR, CT, DT, DX, E, EC, GY, SF and WN;

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

The 11 x Wrightbus GB-Kite single decks on order for route 255 (TH) are now in build and expected to start arriving from late September. The batch will be fleet numbered EKL1-11 and they were licensed at the end of August as LY24 EKT/U/V/W/X/Z, ELC, FWO/P/R/S.

After some delay, Electroliners started to be deployed on route 64 (TH) on 16th August, with twelve noted on the first day and a full complement of the type from 17th August. Seven '24' plate ones, part of the batch intended for route 50, 194, 250/N250, 289 and 689, are being utilised on route 64 (TH), to compensate for ES28-34 still being in use at BN. In theory, ES17-37 are intended for route 64. In turn these have replaced Enviro400s, of which some have transferred into EC for deployment on route 217 and Rail Replacement duties.

Route 259 and associated LT buses (LT564-572/574/576-581) duly transferred from Edmonton (EC) into Tottenham (AR) in time for start of service on 17th August. LT573/575 are likely to follow when back on the road. On the same day, route N279 moved from Edmonton (EC) to Enfield (E), where it joins the daytime route 279 and both will receive an allocation of Electroliners (ES51-84) in due course. On the same day, route 217 moved from Tottenham (AR) to Edmonton (EC).

Edmonton (EC) garage have been covering the two-week Piccadilly Line closure, providing the Rail Replacement bus service from 17th August to 1st September inclusive, which operated from Wood Green via Bounds Green, New Southgate (for connections to National Rail), Arnos Grove, Southgate and Oakwood to Cockfosters (PL5 service). The service was mainly covered by E400s released from route 64, but some HA and HV class types were also seen.

From 17th August LT buses are now a regular on route 279 in the evening period, to then link up with continuation and full complement of the type on route N279 (E). Route N279, when at EC used to be allocated Volvo B5LHs (HV201-206) before they moved to WN for route W3 and then HV57-59/64-66.

School route 663 (Thornton Heath to St Giles School) was duly taken over from 3rd September, formerly with Go Ahead London (C) and now based at TH. On the first day, ES19 covered the AM journey and ES36 covered the PM journey.

For the record, HA1 is still part of the allocation for Superloop SL1 (AD) and remains unbranded and technically a 'spare'. HA17 also non branded is now allocated to Superloop SL2 (DX) and also a 'spare'. See TLB716, pg.25 for the official list of branded vehicles allocated.

LT596 suffered front nearside damage when it was involved in a RTC on route 19 on 19th August.

ARRIVA LONDON continued

Update to TLB720, pg.51; the transfer of StreetDeck SW1 (LK64 DVV) to Arriva Merseyside never materialised and the bus remains with Arriva London, currently withdrawn and parked at ADw.

For the record, E400s T169-177/179 still carry route 150 branding and are allocated according.

Recent repaint/refurbs noted include HV271, HV272, HV284, HV285, HV289, HV323, LT716, LT720, LT727, LT729, LT736, LT737, SLS4, SLS5, SLS6, SLS7, SLS8 and SLS12.

T206 and T224 have had routine red repaints; these are based at EC and usually assigned to Rail Replacement work. T223 has had a partial repaint, with just the lower panels below the windows done.

New Deliveries (August and into September):

ES98-137 (LY24 JPU/V/X, JRO/U/V/X/Z, JSU/V/X/Z, JTO/U/V/X/Z, JUA/C/E/F/H/J, KYZ, KZA/B/C/KZD/E/F/G/H/J/K/L, RWE/F/J/K/L).

Wrightbus StreetDeck Electroliner 10.6m H40/20D. All to latest TfL 'Vision Zero' specification.

Just ES138-141/159/160 to follow, although it has been suggested that the quantity has been revised to end at ES158. These are part of the large order for routes 50, 194, 250/N250, 289 and 689.

Transfers:

May 2024	ES26	BN/TH	ES156	Nu/CTu	LT589	ARu/AR/SF
LT575 EC/ECu	ES27	BN/TH	ES157	Nu/TH	LT591	AR/SF
	ES35	Nu/TH	ES158	Nu/TH	SW7	AD/ADw
June 2024	ES36	Nu/TH	HA15	AR/EC	T43	TH/Nw
LT586 AR/ARu	ES37	Nu/TH	HA16	N/EC	T119	TH/EC
LT741 BN/BNu	ES85	Nu/CTu	HA17	AD/DX	T122	TH/EC
	ES86	Nu/CTu	HA18	AR/EC	T123	TH/EC
July 2024	ES88	--/CTu	HV14	AR/EC	T124	TH/EC
HA32 N/EC	ES90	Nu/CTu	HV20	AR/EC	T125	TH/EC
	ES91	--/CTu	HV30	AR/BN	T126	TH/EC
August 2024	ES93	--/CTu	HV35	AR/BN	T127	TH/EC
DW502 GY/DT	ES94	--/CTu	HV36	AR/EC/BN	T128	TH/EC
EMC1 CNu/CNw	ES95	--/CTu	HV37	AR/BN	T139	TH/EC
EMC2 CNu/CNw	ES96	--/DXu	HV167	AR/AD	T143	TH/EC
EMC3 CNu/CNw	ES97	--/DXu	HV187	AD/AR	T144	TH/EC
EMC4 CNu/CNw	ES98	--/DXu	LT493	AR/SF	T146	TH/EC
EMC5 CNu/CNw	ES99	--/CTu	LT564	EC/AR	T148	TH/Nw
EMC6 CNu/CNw	ES100	--/DXu	LT565	EC/AR	T157	THw/Nw
EMC7 CNu/CNw	ES101	--/Nu	LT566	EC/AR	T159	TH/EC
EMC8 CNu/CNw	ES102	--/Nu	LT567	EC/AR	T160	TH/EC
EMC9 CNu/CNw	ES105	--/DXu	LT568	EC/AR	T161	TH/EC
EMC11 CNu/CNw	ES106	--/DXu	LT569	EC/AR	T166	TH/ECw
EMC12 CNu/CNw	ES108	--/DXu	LT570	EC/AR	T216	ECu/EC
EMC13 CNu/CNw	ES109	--/DXu	LT571	EC/AR	T219	ECu/EC
ES17 THt/TH	ES111	--/DXu	LT572	EC/AR	T224	ECu/EC
ES18 BN/TH	ES149	Nu/TH	LT574	EC/AR	T225	TH/WN
ES19 BN/TH	ES150	Nu/CTu	LT576	EC/AR	T226	TH/EC/WN
ES20 Nu/TH	ES151	Nu/TH	LT577	EC/AR		
ES21 BN/TH	ES152	Nu/TH	LT578	EC/AR		
ES22 BN/TH	ES153	Nu/CTu	LT579	EC/AR		
ES23 THt/TH	ES154	Nu/TH	LT580	EC/AR		
ES24 BN/TH	ES155	Nu/TH	LT581	EC/AR		
ES25 Nu/TH						
					September 2024	
					LT193	Eu/E
					LT493	SF/AR
					T223	ECu/EC

All-over advert changes:

HV100 from advert for Klayd back to red (08/24)

HV262 to advert for Low Emissions (08/24)

LT215 to advert for Wagamama (08/24)

ARRIVA LONDON continued

LT438 to advert for Red Bull (08/24)
LT491 to advert for Kraken (08/24)
LT494 from advert for Sonos F to one for Ugg (08/24)
LT518 from advert for Sonos M back to red (08/24)
LT721 from advert for Supacell (Netflix) back to red (08/24)
LT831 to advert for Ugg (08/24)
LT833 from advert for Pantene to one for Kraken (08/24)
LT956 to advert for Reiss (08/24)
LT961 to advert for Ugg (08/24)
LT962 from advert for Maybelline back to red (08/24)
LT964 from advert for Zipcar to one for Vuse (08/24)
LT974 to advert for Red Bull (08/24)
LT979 to advert for Kraken (08/24)

Disposal: SW7 to Arriva Merseyside (August).

GO-AHEAD LONDON

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

Outstations: FK=Folkestone, LD=Lower Dicker, LZ=Leighton Buzzard.

The last member (Ee254) of the E400EV batch (Ee243-262) intended for route 157 (AL) duly entered service on 22nd August. All E400EVs in the fleet are now in use.

Optare MetroDecker Me13 is now back in service (as of 22nd August) on route 200 (AL), joining Me14-16 and supported by Volvo B9TLs (WVN/WVL class) to maintain a double deck operation.

Routes 299, 389 and 399 (NP) have a pool of eight Enviro200s (SE149/150/167-172). SE85 and SE86 had been helping out as well, although these are more used as 'driver ferry vehicles' and usually part of the 'commercial department'.

The first of the ordered batch of Irizar ie trams (IE21-48) arrived in early August; these are for North Kent's Fastrack routes. The network of routes is due to be taken over from Arriva Kent Thameside (NF) on 10th November and will be operated by Mercedes-Benz Citaros (to be released from route 108 and 358) in the interim period, with the Irizar ie trams forecast for deployment from 'Spring 2025'. IE21 came in a new grey and red livery (with Fastrack and Go-Ahead lettering) although the final branding is reportedly still to be decided.

StreetLites are slowly filtering into NX (from AF) for allocation onto route P4, with five StreetLites (WS71/76/78/87/88) in use so far. Seven E200EVs (SEe317/318/323/325-328) are still to enter service at AF for allocation onto route 39.

SE128 suffered an engine fire on route 325 on 20th August and is now withdrawn.

From 10th August, Morden Wharf (MG) regained a small allocation of MHVs which were used on route 188. These were technically spare during the school holiday period and from early September returned back to BX for their usual allocation on school route 601.

On 16th August, SEe285 strayed onto route 493 (AL). On 2nd September, the 184 double-deck journey was entrusted to MHV54, rather than the usual LT type vehicle.

Whilst the last available E400 (E class) lingering at Merton (AL) was E122, it had not been in use there since 1st June, so the last E to operate in service from AL is recorded as E162 on route 280 on 27th June.

LDP35 is confirmed as still on site at LZ for now. This bus had been previously used as a mobile 'control room' and 'driver rest room facility' and used on Rail Replacement jobs. However, for several years now it has been parked up and used as a 'store bus'.

Recent repaint/ refurb are MHV1, MHV23, MHV24, MHV76, WHV82, WHV136 and WHV141.

New delivery (August):

IE21 (not registered yet) Irizar ie tram 12.16m B??D for Fastrack network for Dartford.

GO-AHEAD LONDON continuedTransfers:**June 2024**

E122 AL/ALu

August 2024

E116 PM/RR

E117 PM/RR

E120 PM/RR

E122 ALu/MB

E123 PM/RR

Ee244 C/AL

Ee254 SIu/AL

Ee257 SIu/AL

Ee258 SIu/AL

Ee259 SIu/AL

Ee261 SIu/AL

EH141 RR/SW

IE21 --/NXu

Me13 PLu/AL

MHV64 BX/MG

MHV66 BX/MG/BX

MHV67 BX/MG

MHV68 BX/MG

MHV69 BX/MG/BX

SE107 SI/DS/SI

SE113 SI/DS

SE128 RR/RRw

SE133 AL/NX

SE150 NX/NP

SE168 NX/NP

SE170 AL/NP

SE171 AL/NP

SE280 NX/SW

SEe29 RAu/NX

WHV22 GM/AL

WS71 AF/NX

WS76 AF/NX

WS78 AF/NX

WVN39 AL/MG

WVN42 AL/MG

September 2024

MHV64 MG/BX

MHV67 MG/BX

MHV68 MG/BX

All-over advert changes:

LT445 from advert for Zipcar to one for Vuse (08/24)

LT852 from advert for Borderlands to one for Vuse (08/24)

LT862 from advert for Supacell (Netflix) back to red (08/24) THEN to advert for Ugg (08/24)

LT900 from advert for Fulfil Protein Bar to one for Wagamama (08/24)

Me11 from advert for Zero Emissions back to red (08/24)

WHV121 to advert for San Miguel (08/24)

METROLINE (within the Comfort DelGro group of Singapore)**METROLINE TRAVEL** - AC, AH, EW, HD, HT, PB, PV, SG and W;**METROLINE WEST** - G, HZ, UX and WJ. Additionally CELF.

Update to info in TLB720, pg.38, the 45 buses on order for route 90 (PV) and 98 (AC) are to be the new BYD B11E02 model, with no association with Alexander Dennis (AD). Likewise BDE2985-3030 on order for route 206 (1 bus for WJ), 210 (W), W7 (HT) and W8 (PB) are also this new type. The BDE class code is likely to change, as these are a different model to the BYD/E400 configuration.

A second Volvo BZL/MCV single deck (VMS2822) has transferred into WJ for allocation onto route 487, joining VMS2816, which has been in use there since 25th March. The batch (VMS2809-33) are due to be deployed onto route 187 and 487 later this year (depending on electrification works at WJ).

Five school routes previously operated by Sullivan Buses were taken over at the start of the new academic year. The 605, 617 and 629 started on 2nd September and the 606 and 640 on 4th September. EW works the 605 (PVR 1) and 606 (1), HD the 640 (2) and PB the 617 (2) and 629 (2). Older TE, VW and VWH buses will be the norm but WDE2794 worked the first 605 journey and VMH2442 the first afternoon 606. School route 697 has been won from RATP (AV) and will be operated by UX from Monday 9th September.

Ten Volvo B9TLs (VW1049-58) are now in use at UX, in turn replacing the ten 09-plate E400s (TE1742-51) that were usually allocated to route U4 (UX). TE1742/43 have transferred into EW for school routes 605 and 606 while TE1744/49/50/51 are now at PB, also for school routes.

Route W7 (HT) is now primarily Electroliner EV (WDE2863-77) operated, following the transfer of the full batch of Volvo B5LHs VWH2697-2707 back into AH and also the transfer of VW1405/6 into PB. With a PVR reduction on the W7 from 17th August, spare WDEs are now being used on route 4, the first example being WDE2867 a few days before the change on the evening of 13th August.

Recent repaint/ refurb are LT558, VWH2268, VWH2272, VWH2273, VWH2307, VWH2319, VWH2328, VWH2351, VWH2366, VWH2374, DEM2681, DEM2687 and DEM2693. Note: VWH2305-17 and VWH2335-44 have been completed and intended for route 237 (AH).

New Deliveries (2926/7 in August, 2928 in September):

WDE2926-28 (LV24 VPP/R/T) Wrightbus StreetDeck Electroliner 10.6m H40/20D.

Completing delivery of the batch (WDE2906-28) intended for route 113/N113 (EW).

METROLINE continued

Volvo BZL/MCV 10.8m single decks VMSL2878-2905 were all licensed in August with their 24-plate registration numbers, as per info in TLB717, pg.32. These buses were delivered between April and June and are intended for route 228 and 316 (WJ) later this year.

Transfers:

June 2024

DE996 UX/UXu

VW1405 HT/PB

VW1406 HT/PB

TE1420 PB/G

TE1421 PB/UX

TE1423 Gu/UX

TE1744 UX/PB

TE1750 UX/PB

TE1751 UX/PB

VWH2133 SG/AC

VWH2135 SG/UX

VWH2339 HT/AH

VWH2340 HT/AH

VMH2448 EW/PV

VMH2452 PV/HT

VWH2698 AC/AH

VWH2699 HT/AH

VWH2700 HT/AH

VWH2701 HT/AH

VMS2822 WJt/WJ

WDE2926 --/CELFu

WDE2927 --/CELFu

LT42 HTu/HT

LT47 HTu/HT/HTu

LT117 AH/W

LT754 W/HT

September 2024

TE1427 PB/EW

TE1742 UX/EW

TE1743 UXw/EW

TE1749 UX/PB

VWH2134 SG/HD

All-over advert changes:

LT760 from advert for Fulfil Protein Bar back to red (08/24)

LT761 to advert for Red Bull (08/24)

LT793 from advert for Borderlands back to red (08/24)

LT795 to advert for Kraken (08/24)

LT805 to advert for Wagamama (08/24)

VWH2334 to advert for Thailand (08/24)

VWH2373 from advert for £5.25 All Day to one for Thailand (08/24)

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 batch of LTs (LT664-81) formerly used on route 211 (V) are being transferred into AV for re-deployment onto route H98. 15 LTs are thus far in use on route H98 (AV).

VH45188 was involved in a RTC on Sutton Court Road, whilst on route E3 at approximately 17:05 on 9th August and suffered frontal damage, when it collided with a lamppost, car and tree.

VMH45323 was back in service on 14th August, after being repaired following its RTC on route 13 on 29th January at Victoria Bus Station.

On 2nd September, school route 698 saw LT675 and LT676 in use with LT676 working school route 697 on the following day. Other LT appearances were made on both routes subsequently, notably during the last week that Hounslow (AV) operated route 697. The route passes to Metroline (UX) from 9th September.

Recent repaint/ refurbishes include DLE30041, DLE30137, DLE30269, DLE30275, DLE30316, DLE30317, BE37021, BE37027, BE37034, BE37035 and VMH45338. Note: DLE30267-274 now completed, joining DLE30251-66, all based at BT. The LTs now allocated to route H98 (AV) are being refurbished, details to be confirmed in the next issue.

Transfers: see next page

All-over advert changes:

BCE47007 to advert for Zero Emissions (08/24)

BCE47025 to advert for Thailand (08/24)

LT85 from advert for Maybelline to one for Wagamama (08/24)

Disposals:

SP40051/40206 to Chartwell Bus Sales, Horsham, West Sussex (August) These were the last of the SPs.

ADE40415/16/19/20/26/83/84 to Uno, Hatfield as their 1489-1495 (August).

RATP DEV TRANSIT LONDON continuedTransfers:**May 2024**

ADH45043 RP/RPu

July 2024

DE20156 S/V

ADE40419 AV/AVw

ADE40426 AV/AVw

ADE40434 AV/NCu

ADE40435 AV/NCu

ADH45040 RPu/RP

August 2024

DE20127 Xs/S

SDE20241 NCu/NCw

SDE20242 NCu/NCw

SDE20243 NCu/NCw

SDE20244 NCu/NCw

SDE20245 NCu/NCw

SDE20246 NCu/NCw

SDE20282 NCu/NCw

SDE20283 NCu/NCw

SDE20284 NCu/NCw

DLE30292 SO/AV

DLE30293 WK/AV

ADE40308 AV/RP

ADE40415 AV/AVw

ADE40416 AV/AVw

ADE40420 AV/AVw

ADE40434 NCu/NCw

ADE40435 NCu/NCw

ADE40472 RP/AV

ADE40482 AV/RP

ADE40483 AV/AVw

ADE40484 TV/RP then

RP/RPw

ADE40494 TV/RP

ADH45019 RPu/RP

ADH45026 RP/V

VH45155 AV/FW

VH45166 AV/WK

VH45168 WK/AV

VH45188 V/Vu

VH45299 AV/WK

VMH45323 Xu/X

LT79 Su/S

LT671 AVu/AV

LT673 AVu/AV

LT675 AVu/AV

LT679 NCu/S

September 2024

DLE30007 AV/FW

DLE30141 BT/V

ADE40472 AV/RP

VH45154 AV/FW

VH45166 WK/AV

VH45299 WK/AV

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.

Four Optare Solos (47983/85/87/88) previously allocated to route W5, which had been withdrawn have been re-deployed onto route W9, working alongside E20Ds. Route W9 passes to Metroline (PB) on 21st September, which will technically be its third operator in eight weeks. At this point, the Optare Solos (above) should be withdrawn (again). MetroCity EV 45001 transferred from LI to AW on 9th August, uniting the batch (45001-11) for allocation onto route 379 and W5.

Very unusually **Sunday** 1st September (not Saturday 31st August) was the first day of operation for new route 310 (Golders Green to Stamford Hill), using 10.9m E20D MMCs from HK. These were drafted in from route 165 (RM), which has been converted to double deck E400 operation for the time being. This was made possible after Rail Replacement L3 service (Chingford to Hackney Downs) finished on 4th August, by utilising spare E400s. HK conveniently already has the same length E20D MMCs, with 37765-71 (intended for route W13) and 37783-95 (intended for route D6) and now joined by 37532-37 (intended for route 310). In reality all three batches are mixed and used on all three routes.

Route 20 transferred from AW to Leyton (T) on 31st August, taking along E40H-City deckers (12538-49). School route 616 also moved across from AW into T and is no longer allocated E400EVs (84173/4). These two buses are now allocated to route 180 (PD). The move of route 20 soon brought out E40H 12150 on 2nd September, starting a daily trend, whilst a handful of the ex-Walthamstow Avenue (AW) E40H 'City' type have appeared on routes 55, 56, 257 and 275. AW is now a solely single deck operation.

Route 549 (WH) was withdrawn after service on Friday 6th September, replaced by an extension of route W14 (now Loughton to Whipps Cross). E200 36298 had been the usual 'resident' bus on route 549 since Stagecoach took over after the withdrawal of Sullivan's from TfL work in early August.

Thus far eleven Volvo BZL/MCV double decks are in use on route 58 (LI), with a total batch of 17 due to complete the conversion from Volvo B9TLs to electric buses, as part of the tender re-award.

Route 97 (LI) is now allocated two Volvo B5LH buses (13101/2) alongside the StreetDecks (18901-21). A handful of E400s (19770-2, 19872) are also deployed on route 97 to meet PVR requirements.

The batch of Electroliners at NS for route 86/N86 (82015-48) are no longer a rare sight on route 247 and 256, with many seen of late. With 82051/54 (from the batch due at HK for route 242) also at NS, there are spares available and utilised.

For the record, a third of the garage space at WH was handed back to TfL (who own the land) in 2021 and this is now used for their 'lost property' department and miscellaneous uses. The five TfL owned Routemasters (listed in Fleetbook 2025, pg.6) are stored within this section of WH.

Recent repaint/refurbs noted are LT239, LT240, 12391, 12393 and 13137. Note: LT239/240 were completed prior to the start of SL3 and before Superloop branding was applied.

STAGECOACH LONDON continued**New deliveries (August):**

86191-202/218/224 (LJ24 ZPY/Z, ZRA/C/F/E/D/G/K/X/L/N, ZPP/W) Note changes from list in TLB720.
Volvo BZL - MCV 10.9m H42/20D. Part of batch ordered for route 277 (HK).

Transfers:**July 2024**

16969 LI/WHw
16982 LI/WHw

August 2024

10136 BK/NS
12523 HK/T
12538-12549 AW/T
16985 LI/WHw
16987 LI/WHw
19756 TL/BK
19794 HK/RM
19800 LI/WH
19817 NS/TB
19820 HK/RM
19821 HK/RM
19822 HK/RM
19823 HK/RM
19826 HK/RM
19827 HK/RM
19831 HK/RM
19832 WH/RM

19834 HK/TB
19872 HK/LI
36037 WHw/HK
36297 WHu/AW
36326 TB/TL
36340 TB/LI
36372 TLw/WHw
36530 TL/KB/TL
36535 TL/KB/TL
36629 TL/KB/TL
37527 RM/NS
37528 RM/NS
37529 RM/NS
37531 RM/NS
37721 AW/HK/AW
37727 AW/HK
37744 AW/HK
37747 AW/HK/AW
39135 LIu/LI
45001 LI/AW
47983 WHw/HK

47985 WHw/HK
47987 WHw/HK
47988 HKw/HK
82052 LIu/HKu
82054 LIu/NS
82055 LIu/HKu
82056 LIu/HKu
82058 LIu/HKu
82062 LIu/HKu
86183 LIu/LI
86191 --/HKu
86192 --/HKu
86193 --/HKu
86194 --/LIu
86195 --/HKu
86197 --/LIu/LI
86202 --/HKu
86211 --/LIu
86212 --/LIu
86213 --/LIu
86214 --/LIu

86215 --/LIu
86216 --/LIu
86217 --/LIu
86219 --/LIu
86220 --/LIu
86222 --/LIu
86223 --/LIu

September 2024

19815 HK/RM
36261 NS/AW/WH
36264 NS/AW
36350 LIw/TB
37532 RM/HK
37533 RM/HK
37534 RM/HK
37535 RM/HK
37536 RM/HK
37537 RM/HK
86194 LIu/LI

All-over advert changes:

11373 to advert for Thailand (08/24)
11399 and 18910 to advert for Low Emissions (both 08/24)
LT251 from advert for Maybelline back to red (08/24)
LT256 from advert for Samsung Z Flip 6 back to red (08/24)
LT360 to advert for Reiss (09/24)
LT365 from advert for Ralph Lauren to one for Vuse (08/24)
LT388 from advert for Brewdog back to red (08/24)

Disposals:

16969 left the fleet (August).
19798/99 to Vale Travel, Aylesbury (September).
37552 to Stagecoach East Kent for use as a 'training vehicle' (August).
Correcting TLB719, 36353 went to Stagecoach Yorkshire, not Stagecoach East Midlands, while 36358 went to Stagecoach North East, not Stagecoach Yorkshire.

TRANSPORT UK

TRANSPORT UK LONDON BUS - BC, QB, WL;

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

Electroliner 3092 finally entered service on 19th August, the last member of the 24-plate batch (3048-3103) to do so. On paper, 3086-3102 are intended for route 381 (WL), however the batch are currently spread across four garages, with six still allocated to route U5 (DH), eight in use on route 133, 306 and C3 (QB), 3094 used on route 111 (TF) and just two (3087/3095) at their intended WL garage. Route 381 is currently partly Electroliner and E40H (2424-30/43) allocation, with some of the previously allocated E40Hs (i.e. 2421/22/31-40) transferred into QB and 2442 transferred to GW.

TRANSPORT UK continued

New school route 618 (Ivybridge Estate to Bolder Academy) duly commenced on 2nd September. This route has a PVR of 1 and is operated by GW. In the first few days, E40H MMC 2559 was allocated.

Two Wright GB-Kite single decks (1735/36) are still to enter into service on route R70 (TF). Four (1707-10) of the earlier batch intended for route E7 remain in use on route R70 for now. As a result route E7 (GW) is partly operated by E20D MMCs from its original batch (8865/66/70), alongside GB Kites (1701-4/6/11/12). GB Kite 1705 is currently on 'loan' from GW to DH, to provide support to the batch allocated to route E6 (1713-24) to ensure a full electric bus route allocation.

Recent reported repaints/ refurbishes include 8863, 8889 and 8890.

Transfers:

May 2024	June 2024	August 2024		September 2024
9519 QB/QBw	9521 GW/GWw	1705 GW/DH	8153 GW/DH	1734 TFu/TF
9528 GW/GWw		1725 TFu/TF	8154 GW/DH/GW	2409 BCu/BCw
		3092 QBu/QB	8860 TF/BC	

All-over advert changes:

LT37 to advert for Instagram (08/24)

LT603 to advert for Kraken (08/24)

LT621 to advert for Wagamama (08/24)

LT711 from advert for Euros 2024 to one for Red Bull (08/24)

LT715 to advert for Ugg (08/24)

LT773 from advert for San Miguel to one for Vuse (08/24)

LT777 from advert for Jacamo back to red (08/24)

Disposals: 9519, 9521 left the fleet (June). Both seen at Go-Coach Hire on 24th August.

Section 2: Other operators

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).

The three StreetLites (2325-27) from WB (area 3) are to replace three Dart SLFs, including 1619 and 1621, already withdrawn. Thus far 2325 and 2327 have entered service, with 2326 to follow.

The Fastrack network is due to pass to Go Ahead London on 10th November. E20D MMCs (4103-5/7/9-12/14-19/27-29) and StreetLites (4302-7) currently in Fastrack livery and in use on the network are expected to be re-distributed elsewhere within Arriva after the loss of this work.

Into the fleet:

4060 (GN59 FVB) AD E200Dart - AD Enviro200 10.8m B38F (August).

4262 (GN64 DXS) Wrightbus StreetLite DF 10.8m B40F from Arriva Colchester, Essex (August).

4324 (SK68 TWV) Wrightbus StreetLite DF 10.8m B40F from Arriva Colchester, Essex (September).

Transfers: 1619/21 NF/NFw. 2325/27 NFu/NF. 4060 Area 2(HH)/NF. 4262, 4324 Colchester/ NF.

Disposal: 1623 (GN05 AOC) to Shelton Motors for scrap (August).

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

VDL SB200s 3771 and 3798 have been repainted into light blue livery, formerly in green, white and purple Greenline route 724 livery, with brothers 3772 and 3797 due to follow in the coming weeks.

2 x E20D MMCs (see below) have been on loan from HA to WE from 15th August and usually allocated to route 310 (Hertford to Waltham Cross), alongside E40Ds (6458/61, 6485-92/94-96, 6523). The double deckers at WE are also assigned to route 66 (Waltham Cross to Loughton) and 331 (Buntingford to Hertford). Further to TLB720, pg.45; E300 3580 (KX09 GZE) didn't transfer into SV and remained at WBw.

ARRIVA'S COUNTRY BUSES continued

Into the fleet (from Area 3):

2790 (YJ60 GGO) VDL SB180 – MCV Evolution B36F. In use from 12th August.
3016 (BD12 DHY) Mercedes-Benz Citaro 12.0m B41F. In use from 30th August.
6139 (FJ06 ZPW) Volvo B7TL – Wright Eclipse Gemini H41/29F. In use from 23rd August.
T941 (GK52 YVF) DAF SB120/ Wrightbus Cadet 10.8m B39F

Transfers:

2790 Area 3 (WB)/ SV. 2979 WEu/WE/WEu. 3016 Area 3 (AY)/SV. 3084/3096 HA/WE(loan).
3580 Area 3 (WB)/SV/Area 3 (WBw). 5461 HHu/HH. 6139 Area 3 (WB)/HH.
T941 Area 3 (LDt)/HA.

Out of the fleet (August):

1007/1015 (BF67 WGA/WGN) to Arriva Midlands, Milton Keynes (Arden Park).
4060 (GN59 FVB) to Area 1 (NF).
AC009 (RJ19 HXE) to Arriva Midlands, Milton Keynes (Arden Park).

Disposals:

3572 (KX09 GZA) to Shelton Motors for scrap (July).
3571 (KX09 GYZ), 3741 (YJ57 AZU), 3812/13 (YJ58 FFA/C) to Shelton Motors for scrap (August).
T533 (LF02 PNO) to Bromley Bus Preservation Group (August).

Part 3: Bedfordshire (LD garage, on Arriva Shires licence)

Further to TLB720, pg.45:

3580 (KX09 GZE) is still at WBU and didn't transfer to SV (as intended). Now deemed WBw.
5457/58 (SN58 EOC/E) remain in store at Maidstone, pending maintenance work.
5459 (YY14 WFT) has moved from AKS Tunbridge Wells to Gillingham, still undergoing attention.
5460 (YY14 WFU) is now at AKS Gillingham undergoing attention.
5463/66/69 (SN15 LPO/V/Z) are now at AKS Gillingham. 5463 still u. 5466/69 are now in service.
5467 (SN15 LPX) remains at Maidstone, undergoing repairs.
5468 (SN15 LPY) has arrived at Thurmaston and now fleet numbered 4425 following repaint.
6139 (FJ06 ZPW) has now surfaced at HH (Area 2) and didn't go to Arriva Kent & Sussex.

On loan: T01 (GN58 BUP) AD Enviro200 10.2m B29D from HGVC (Driving School) for 6-month period.

Transfers: 3513 LD/LDw. 3580 WB/Area 2(SV)/WBw. T01 --/LDt (loan).

Out of the fleet (August):

2790 (YJ60 GGO) to Area 2 (SV).
3016 (BD12 DHY) to Area 2 (SV) for now, in use from 30th August. Long term plan is still intended for conversion and use as a 'training bus' for Thurmaston. Updates info in TLB720, pg.45.
T941 (GK52 YVF) to Area 2 (HA).

A2B TRAVEL GROUP, Royston

Optare MetroCity YJ15 AOT has been repainted white, previously in blue/white from its time at Adventure Travel, Cardiff, South Wales.

Into the fleet: GO22 TKT (Iveco Daily Illesbus i-City MAX) from TK Travel, Reading (by July).

CARLONE BUSES, Chertsey

Mercedes-Benz 516CDi Sprinter CL10 BUS has reverted back to registration number RV71 XMJ.

Disposal: RV71 XMJ (ex CL10 BUS) to The Travellers Choice, Carnforth, Lancashire (June).

CAROUSEL BUSES, High Wycombe (part of the Go-Ahead group)

E20D MMCs 80471/2 have been repainted into fleet livery and now carry 'The Wycombe Bus Company' fleetnames and branding promoting Booker to Totteridge (route 32/33), joining 80480. StreetLite 409 and E20D MMC 80478 have also received this branding. Volvo B7RLE 80827 has been repainted red with Carousel fleetnames.

Four ex Thames Travel E20D MMCs (451-54) have arrived for the increased frequency and PVR uplift on route 850 (High Wycombe to Reading via Twyford).

CAROUSEL BUSES continued

The ex-National Express West Midlands E400s (80951-58) are now known to be heading to Thames Travel, in exchange for Scania N230UD/AD Enviro400s. The intention is to make Carousel an all-low height fleet (13'9").

E40D MMC 614 (GH64 OXF) is the fourth one to be refurbished and repainted into two tone green and branded for 'Flightline' route 102, joining brothers 608/609/613 thus far. Three more to follow, with 612 (GA64 OXF) expected next, then 610 (PK64 OXF) and finally 611 (LM64 OXF) by the end of the year.

DOE15 (LX58 CXE) is now being used (as of 20th August) as an 'overflow rest room facility' parked within High Wycombe Eden Bus Station. This bus is parked at the garage overnight.

Into the fleet from Thames Travel: (August)

208-210, 226 (HF/JF/KF09 OXF, RF10 OXF) Scania N230UD - AD Enviro400 10.9m H51/29F
451-454 (YX69 NVH/J/K, YX70 OLP) AD E20D – AD Enviro200 (MMC) 10.9m B43F

Out of fleet (off loan):

599 (YX68 ULV) to Oxford Bus by 14th August and onto Pulhams, Cheltenham by 23rd August.

706/707/710 (YY18 THN/U/Z) returned off loan back to EnsignBus on 5th August.

975 (BU18 YRS) to Oxford Bus by 3rd August.

976 (BU18 YRT) to Oxford Bus by 8th August and onto Pulhams, Cheltenham by 22nd August.

Disposals:

242 (YN56 FFT) and 244 (YN05 GZO) to PVS Barnsley for scrap (August).

80951-54/58 (BX09 PFE/F/G/K, PHF) to Thames Travel (August).

CENTRAL CONNECT, Harlow and Stansted

Further to information in TLB720, pg.47, the first two E40D MMCs have arrived and are intended for route 20 (see below). E20D MMCs 319/320/322, 360 and E40D MMCs 502/3 (see below) are in two tone blue livery and now carry 'Central Connect' fleetnames. E20D MMC 341 (SF66 ARV) has been stood down in March, after just 2 days in use.

Into the fleet:

315 (YX22 OHB) AD E20D – AD Enviro200 (MMC) 10.8m B39F from Vectare. In use from 29th July.

319/321 (SN16 OVO/R) AD E20D – AD Enviro200 (MMC) 9.0m B29F from Vectare. In use from 8th and 14th August respectively.

360 (YY24 HBD) AD E20D – AD Enviro200 (MMC) 9.0m B30F. In use from 13th August.

502/3 (YX24 PLU/V) AD E40D – AD Enviro400 (MMC) 11.5m H48/27F.

Disposal: 341 (SF66 ARV) left the fleet by June.

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

(including Hotel Hoppa) part of Rotala plc

The last day of operation on routes 459, 556 and 710 was 23rd August, owing to 'the end of the contract'. The daytime part of the 'free' route H30 (Terminal 4 via Cargo Area to Terminal 5) was taken over from BM Coaches on 24th August. Route H30 branded E20D MMCs YW68 OVT and YX68 UUN are believed to not have transferred with the route and remain with BM Coaches.

Following the loss of daytime route 555 (Heathrow Central to Whiteley Village) to White Bus Service from 31st August, the usual trio of StreetLites (32310/32311/32321) previously allocated to route 555 are to be re-deployed elsewhere (see below). Note: 32311 has been VOR since late March.

Into the fleet: 20181 (BX70 GHD) Wightbus StreetLite DF 9.7m B28F (arrived in May, but rarely in use)

Disposals: 32310/11 (SK16 GXN, BD20 ODM) to Preston Bus (August).

ENSIGNBUS, Purfleet

BCI tri-axle 406 (LX19 EAG) has been repainted into a unique yellow (rear), purple (centre) and light blue/beige (front) livery, to promote Cadbury's (200-year anniversary) and branded for 'The Seaside'. This bus was used on seaside trips on 10th/11th August from Tower Hill to Southend and then on 17th/18th August from Leeds and Bradford to Bridlington.

On loan: Open top RMC1510 (510 CLT) AEC Routemaster is on loan here from July (See TLB720, pg.50).

ENSIGNBUS continued

Out of fleet (off loan):

RM371 (WLT 371) AEC Routemaster. Now loaned to Londoner Buses from July (See TLB720, pg.50).

FALCON COACHES (t/a Falcon Buses), Byfleet

Three brand new E20D MMCs (see below) have arrived and received route 456 (Staines to Woking) branding. E20D MMCs YX17 NZA and YX68 ULR were stood down in May and March respectively.

Into the fleet (August):

SK24 CTZ, YX24 OUP/S AD E20D – AD Enviro200 (MMC) 9.0m B30F + all in fleet livery.

Disposals: YX68 ULR left the fleet by June.

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

Further to TLB720, pg.48, Scania Caetano Levante coach 23653 (Y24 TRU) was back in use from 8th August and not stood down as yet. Also the new Irizar i6 coaches (25101-6, now joined by 25108/9) are based at Reading (RG) for route RA1, but all routine maintenance is carried out by Slough (SH). Just one (25107) of the batch of nine new coaches is still to arrive.

For the record, StreetLites 66314-16 still carry route X94 (High Wycombe to Slough) branding. Correction to TLB720, pg.48: StreetLite 63298 is SN65 OKZ (not OLA), 63299 is SN65 OLA (not OKZ).

Into the fleet:

25108/9 (YN24 XRH/J) Irizar i6 coach 12.6m C45FLt + both in two tone blue Railair livery.

1st BUS STOP, Gravesend

Volvo B7TL 103 (BU04 TOP) has reverted back to LX04 FZA (May) – see TLB720, pg.53.

Disposals: 101 (LX53 JZJ), LX53 JZO, 102 (LX04 FYP, ex B21 USS) all sold August.

GO-COACH HIRE, Swanley

Optare Versa 6004 (LX58 CHV) was withdrawn in mid-August and is currently being cannibalised for spares prior to disposal.

Returned from loan: 6201 (YJ18 DKX) from Hulleys of Baslow (July).

Out on loan:

2901 (YJ59 GFK), 7802 (YJ11 EHR) to Hulleys of Baslow (August).

9514 (SN59 AWC) to Hulleys of Baslow (June).

Disposals: 7801 (YJ11 EHN) and 9002 (SK07 DZB) have left the fleet (7801 in July. 9002 in August).

GOLDEN TOURS, Alperton

Electric Yutong U11DD ‘demonstrator’ LL73 SZV (ex UU11 DDD) has been in use for vehicle and type trials in mid-August. This bus is in silver and black livery and single door configuration (H68F).

LONDONER BUSES, Wandsworth

For the record Anglia Bus Co Ltd was renamed LONDONBUS4HIRE (LONDON) LTD on 6th November 2023 under O Licence PK1070108, this is the parent company for Londoner Buses. This operator has the same director as 101COE Ltd of Usk, who trades as London Bus 4 Hire. Routemasters from time to time do get borrowed to operate Heritage route T15.

RM371 (WLT 371) is currently on loan here from July (See also TLB720, pg.50). RML882 (WLT 882) was on loan and used on the T15 on 31st August.

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

The next batch of GB-Kite Hydroliner FCEV buses (6401-12) are starting to arrive, with four delivered so far (6401/5/6/11). These are part of a batch intended for Fastway 100, which are due to replace Scania OmniCity buses (6626-33). The next batch to follow will be GB-Kites 6413-23 for routes 430 and 435. Further to TLB714, pg.42 – the 11 (not 12) StreetDeck Hydroliner FCEV double decks on order are to be fleet numbered 6801-11 and are due for delivery from November/December. These are for routes 420, 460, 480 and 820.

METROBUS continued

Volvo B9TL 6931 (BJ11 XHA) has been repainted into multi colours and is branded to promote 'Pride in our community'. It took part in the 'Crawley Pride' event on 17th August. Open top Scania OmniDekka 920 (YN06 NYL) has been repainted red and was in use on 17th August, operating on the 'Crawley Pride' event shuttle service 23 (Crawley Bus Station to Goffs Park).

Volvo B9TL/Enviro400 6951 (LX58 CWL) was last used on 21st June with 6950/52 (LX58 CWK/M) last used in mid-August and all three have now transferred out of the fleet.

Super Dart/ East Lancs Myllennium 6325 (LK55 AEA) and Scania CN94UB/ OmniCity buses 6631/33 (YN08 DFX/Z) were withdrawn in August, pending disposal.

Provisional registration numbers (although as yet not registered and likely to receive '74' registrations):

6401-12 (LV24 EYT/U/W/X/Y/Z, EZA/B, VNK/L/M/N)

Wrightbus GB-Kite Hydroliner FCEV 10.9m B37F.

Into the fleet: 920 (YN06 NYL) Scania N94UD OmniDekka O49/35F. From Brighton & Hove Buses

Disposals:

6320 (LX03 OJP) to Bromley Bus Preservation Group (August).

6950-52 (LX58 CWK/L/M) to Brighton & Hove Buses (August). Now fleet numbered 221-223.

READING TRANSPORT and THAMES VALLEY BUSES

Further to TLB719 pg.39; On order are 3 x AD E400-City for Flightline 703, to be fleet numbered 742-744 and 2 x AD E400-City for LondonLine 702, to be fleet numbered 745/746.

Further to TLB720, pg.48 - E40D 795 (SN66 WLK) has received route branding for Thames Valley route 194 and Flightline 703 and now serves as a 'spare bus' to cover either route, when required.

Into the fleet: 648/649 (YX18 KUH/KYE) AD E20D – Enviro200 10.8m B39F from Lloyds Coaches, Machynlleth, North Wales.

REDLINE BUSES, Aylesbury

Volvo B8RLE/ MCV eVoRa BV73 MME is the first to receive route X20 'Cross County' branding in a special metallic red and yellow livery.

The three Volvo B9TLs/MCVs and two Volvo B5LHs have been brought in for use on route 130/300 (Aylesbury to High Wycombe). These will in due course be repainted into fleet livery. BF62 UYN/P and BV13 ZCZ are all white and BF67 GJV/Y in the previous colour scheme (mainly dark blue and grey) from their time with the University of Wolverhampton.

Acquired YY64 YKD/G have been repainted into metallic burgundy (YKD) or red/white fleet livery (YKG).

Into the fleet:

BF62 UYN/P (Volvo B9TL – MCV 10.3m H43/29F) from Atlantic Travel, Bolton (August).

YY64 YKD/G (AD E20D – AD Enviro200 10.8m) B39F. Formerly with McGill's, East Scotland.

BF67 GJV/Y (Volvo B5LH/Wrightbus Gemini 3) H45/29F. Formerly University of Wolverhampton on student/staff shuttle services.

RED ROSE TRAVEL, Dinton near Aylesbury

Acquired: E11 RRT Mercedes-Benz Sprinter 516CDi EVM Cityline. 2018 built. Previously registered GX18 ABV and new to Bexhill Community Bus. Repainted into fleet livery.

Disposal: YN06 JXX (Scania N94UB/East Lancs Esteem) towed away for scrap in early August.

SEE LONDON BY NIGHT, Purfleet

Recap on personalised registration numbers in the fleet: AA51 SEE (ex LX06 EYZ), AA52 SEE (ex LX06 EZB), AA53 SEE (ex LX06 EYC8) and AA54 SEE (ex LX06 EZA). These were ex Go-Ahead London E25/27/28/26 respectively.

SULLIVAN BUSES, South Mimms

The main base at South Mimms has now been reduced by 70%, with some yard space handed back to the leaseholders, following the exiting from TfL work and the departure of most of the TfL fleet. The remaining space is used alongside the existing site at Swanland Road to house the Commercial fleet.

SULLIVAN BUSES continued

E60/E62 joined the commercial fleet in October 2023 (ex TfL fleet members). AE12/14/15/16, E48-50 have now also joined the commercial fleet (ex TfL fleet members). E70/76/78 have joined the commercial fleet in early August (all formerly TfL route 217 allocation).

Of the commercial fleet, AE2 and WVL9 are now withdrawn and registered as SORN.

DEL1 has been VOR since late 2023 and WVL2 has been VOR since April. Both are due back into service later this year. ELV7 was last used in February and now confirmed as withdrawn.

Disposals:

AE11/13 (CJ/KR61 SUL), AE17-19 (YX16 OAH/J/P), AE21-26 (DS/SB/WB/LS/FS/BL/WW66 SUL), DS51/52/54 (LX59 CPE/O, LX10 AUC), E40/42-44 (LJ09 OKB/L/T, OJZ), E45-47 (SN12 AVU/V/W), E52/53 (SN11 BNV/X), E56/57 (SN13 CGY/Z), E61/63 (LK08 FNE, LK58 KGU) and E71-75/77/79-81 (AW/BW/JC/JS/PB/RM/RT/SG/WG17 SUL) all left the fleet (August). Of these, DS51/52/54 and E45-47/52/53/56/57/61/63 are known to have passed to Ensign Bus (dealer).

E64 (LK58 KHM) left the fleet for scrap (August).

ELV4 (PN02 XBY) left the fleet for scrap (August).

SL90-97 (CP/JF/JJ/KT/LW/MH/PJ/SL67 SUL) left the fleet (August) off lease.

SL98 (SL15 ZGR) left the fleet for scrap (August).

TPL927 (EY03 FNL) left the fleet (July).

WVL10 (LF52 UOT) left the fleet by May (see TLB720, pg.51).

TOOTBUS, Wandsworth

To re-cap on part open top Scania OmniCitys in the London fleet and allocated fleet numbers thus far:

1 (YT09 ZCU), 8 (YT09 BNE), 13 (YR10 FFW), 15 (YR10 FGE), 16 (YT10 XCM), 17 (YR10 FGG) and 18 (YR10 FFY). YR10 FGD/FGO are also in the London fleet, awaiting fleet number information.

UNIVERSITYBUS (t/a uno), Hatfield

E20D 606 (LJ12 BYW) entered service on TfL route 383 on 10th August. Following the takeover of TfL route 298, additional double decks have now been sourced (see below).

Route X10 (Luton to Hatfield) duly re-started on 2nd September, ready for the start of student enrolment and the academic year for the University of Hertfordshire. As intended the 5 x Volvo B8L tri-axes were launched and allocated exclusively to the route, carrying 'deHavilland express' branding. They are confirmed as fleet numbered 201-205 and registered as follows (update to TLB719, pg.44; 201/3/4/5 were to have been BV24 LUL/P/T/W):

201 BU74YRF, 202 BV24 LUO, 203 BU74 YRG, 204 BU74 YRJ and 205 BU74 YRK.

Recap on personalised registration numbers in the fleet: C14 UNO (ex YN07 MLF), C16 UNO (ex KU02 YUJ), C17 UNO (ex SK07 HLM), T21 UNO (ex J28941), T22 UNO (ex J39797), T23 UNO (ex J35157), T24 UNO (ex J34198). NB: T21-24 UNO were previously with Connex, Jersey.

Into the fleet:

1489-1493 (YX12 FNW/FNY/FOC/FOD/FON) ex RATP ADE40415/16/19/20/26.

1494/1495 (SN12 AWC/EHB) ex RATP ADE40483/84.

1489-1495 are all AD E40D – AD Enviro400 10.2m H41/24D

Transfers (TL fleet): 606 HFu/HF (August). 1489-1495 -/HF.

Disposals: 51-54 (MX12 CFL/M/N/O) to Ventura Bus Sales (August).

VALE TRAVEL, Aylesbury

Into the fleet (September):

LX11 BHV/W AD Trident – AD Enviro400 10.1m H41/24D (ex Stagecoach London 19798/99).

VECTARE, Rettendon

Out of the fleet:

305 (YX69 NWB) to Vectare, East Midlands region. Last used in our area on 5th August.

315/319/321 (YX22 OHB, SN16 OVO/R) to Central Connect, Harlow (July).

WHITE BUS SERVICE, Winkfield

Route 555 (Heathrow Central to Whiteley Village) was duly taken over on 31st August.
E20D MMC 52 (YX70 OHP) has been VOR since 31st May.

Into the fleet: 86-89 (LF23 DTK, LF73 DVL, BU74 YPW/X) Volvo B8RLE – MCV eVoRa 10.8m B38F in fleet livery, 86/87 in August, 88/89 in September.

WHERE ARE THEY NOW? (Subsequent vehicle disposals)

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Routemasters:

RM742 (WLT 742) from Mr M Allin to Mr P Maghee, Welwyn, Herts. (July) for continued restoration. In July 2016, it was re-roofed when it was converted from part open top with parts from the upper deck from RML2623.

RM966 (LSL 827, ex WLT 966) after conversion by The Bus Business, it was launched at the Hardwick Festival on the 17th August as Greggs new food truck for use at festivals. It now has the standard layout with kitchen area downstairs, awning to the nearside over opening hatches, a meeting area on the upper deck with seats and tables and a raising centre section of the roof.

RML884 (WLT 884) from Mr R Duker to Ensignbus, Purfleet, Essex (August) for continued restoration.

RML2454 (JJD 454D) further to TLB718, this RML entered service with Golden Tours in London in August. So far it has only occasionally been seen in use.

Olympians:

NV139 (R339 LGH) (ex GAL) further to TLB720, this NV is confirmed as passing to Beckett (dlr), Barnsley, South Yorkshire (by March) for scrap.

NV155 (R355 LGH) (ex GAL) from The Master Blaster to Mr Quinn, Ardboe, Northern Ireland (July 2021).

NV161 (SHZ 2046, R361 LGH) (ex GAL) from Drew Wilson (dlr) to University of East London, London (June 2021).

Miscellaneous low-floor double deck types:

DLA330 (GH52 BUS, ex LG52 DCF) (ex ALN) was sold from Free the Coo to unknown owner (July 2020) and it is now a store-shed on a farm at Colinsburgh.

DLA366 (LK03 MWF) (ex ALN) from Bullock Coaches to Ripley, Barnsley, South Yorkshire (by May).

DLA386 (GSZ 1821, ex LJ03 MYX) (ex ALN) re-gained its original registration in June and was then sold from Hunter's Coaches.

DW61 (LJ04 LDA) (ex ALN) from Chalkwell to Wright Way to Travel, Preston, Lancs. (July).

DW75 (VIL 8680, ex LJ04 LGN) (ex ALN) has been re-registered by Presidential Travel to X222 WED in June.

DW117 (LJ05 BHZ) (ex ALN) from Base Coach Sales to Grindle Coaches, Cinderford, Glos. (August).

DW293 (LJ59 LVY) (ex ALN) from Buslink to Eazy Coach Hire, Lochgelly, Fife (September) via Chartwell Bus Sales, Horsham, West Sussex.

SW1 (LK64 DVV) (ex ALN). The move to Arriva Merseyside was cancelled and this bus remains withdrawn with Arriva London.

T3 (LJ08 CVU) (ex ALN) from Arriva North West to Hardwick, Barnsley, South Yorkshire (August).

T227 (LJ61 CFX) (ex ALN) from Ensign Bus (dlr) to Chalkwell Coaches, Sittingbourne, Kent (August).

VLA153, 154 (LJ55 BRV, BRX) (ex ALN) from Arriva North East to Alpha Recovery (dlr), Cramlington, Northumberland (June).

DN33503 (LK08 FNE), 33626, 33627 (SN11 BNV, BNX), 33778, 33779, 33780 (SN12 AVU, AVV, AVW), 33789, 33790 (SN13 CGY, CGZ) (ex FLN) from Sullivan Buses to Ensign Bus (dlr), Purfleet, Essex (August).

VN37866 (BF10 LTA), 37869 (BV10 WVS), 37876 (BK10 MFJ), 37887 (BV10 WVV) (ex FLN) from Ripley to Vision Bus, Blackrod, Lancs. (January).

VN37867 (BV10 WVP) (ex FLN) passed from leasing company to Faresavers, Chippenham, Wilts. (April) possibly via an unknown dealer.

VN37877 (BF10 LSO), 37885 (BV10 WVO) (ex FLN) passed from leasing company to Mason Coach Hire, Long Marston, Herts. (March) possibly via an unknown dealer.

VN37979, 37980, 37983 (BG61 SXM, SXL, SXP) (ex FLN) have been sold from Selwyns (August).

VNZ32331 (LK53 LYP, ex G2 PSV) (ex FLN) from Thomas of Rhondda to Nu-Venture, Aylesford, Kent (May); it has been numbered WVL331 but has yet to enter service.

VNZ32333 (LK53 LYT) (ex FLN) from First Eastern Counties to Ensign Bus (dlr), Purfleet, Essex, and then to PVS, Barnsley, South Yorkshire (June).

VNZ32336 (CRZ 488, ex LK53 LYW) (ex FLN) re-gained its original registration with First Eastern Counties in May.

VNZ32348 (CRZ 266, ex LK53 LZL) (ex FLN) re-gained its original registration in April, and was then re-branded for the Norwich City Clipper, transferred with First Eastern Counties from Great Yarmouth to Norwich and ran in service there from the 20th July to the end of August.

E165, 167, 169, 170 (SN61 BGO, BGV, BGY, BGZ) (ex GAL) are now in 2-tone Durham Diamond blue livery with Go North East. They are numbered 6234, 6236, 6238 and 6239.

EVL4 (PN02 XBY) (ex GAL) was sold for scrap from Sullivan Buses (August).

PVL259 (PL51 LEF) (ex GAL) from Fowlers Travel to Bus & Coach Repairs (dlr), Yaxley, Cambs. (April) for scrap.

PVL285 (02-G-17230, ex PJ02 RCV) (ex GAL) from Advance, Galway, Ireland to Messy Moe's Ice Cream, Lifford, Ireland (by March 2021), which was just across the border, and not in Strabane. It was then sold to an unknown owner, Dublin, Ireland (August 2022) for possible use as a coffee shop.

SOC1 (LX08 ECD) (ex GAL) from NIBS Buses to Borderbuses, Beccles, Suffolk (August) via Chartwell Bus Sales, Horsham, West Sussex.

SOC8 (LX08 ECW) (ex GAL) from NIBS Buses to Suffolk Travel, Ipswich, Suffolk (September) via Chartwell Bus Sales, Horsham, West Sussex.

VE1, 2, 3 (LX58 CWK, CWL, CWM) (ex GAL) have been transferred within Go Ahead Group from Metrobus to Brighton & Hove (August) and have been numbered 221-223.

WVL147 (CRZ 366, ex 392 MBF, ex LX53 AYY) (ex GAL) re-gained its original registration with First Eastern Counties in April.

891 (PN09 ENL, ex DD58 BUS) (ex GAL) from A2B Travel to 1st Bus Stop, Gravesend, Kent (August); this was likely to have been acquired via a dealer.

945 (YN56 FCF) (ex GAL) did not pass from York Pullman to First; it was sold prior to February 2024 and its current ownership is unknown.

976 (YR10 BCK) (ex GAL) from Selwyns to Countrybus, Heathfield, nr. Newton Abbot, Devon (September) via Chartwell Bus Sales, Horsham, West Sussex.

SLE7, 8, 15, 41 (YN55 NHA, NHB, NHJ, NKK) (ex LU) from Stephenson's of Essex to Acme Travel, Saffron Waldon, Cambs. (all in August, except SLE15 which was September) via Chartwell Bus Sales, Horsham, West Sussex.

SP40023 (YN08 DHJ) (ex LU) from Weardale Motor Services to Bryans Coaches, Denny, Stirlingshire (August) via Chartwell Bus Sales, Horsham, West Sussex.

SP40034 (YN08 MRU, ex K99 YCC) (ex LU) from Youngs Coaches to GHP Trading, Ancaster, Lincs. (April).

SP40045 (YT09 BMZ) (ex LU) from Ensign Bus (dlr) to Essex Soft Play Bus, South Benfleet, Essex (November).

SP40051 (YT09 BNJ), 206 (YR10 FGP) (ex LU) from Chartwell Bus Sales, Horsham, West Sussex to Orion Travel, Manchester, Greater Manchester (September).

SP40159, 40161 - delete duplicate entry in TLB720; the first entry was correct.

TA211 (SN51 SYO) (ex LU) updating previous information, this TA passed to Route 69 Upper Deck Diner, Tewkesbury, Glos. (April 2023).

TA344 (SN03 LFR) (ex LU) from Base Coach Sales to James Bevan Coaches, Lydney, Glos. (June)

TE734 (LK07 AZO) (ex ML) has transferred from Transdev Burnley & Pendle to Transdev Rosso (by July) and remains numbered 2816.

TE891 (LK08 NVF) (ex ML) further to TLB720, it passed via Ensign Bus (dlr), Purfleet, Essex and passed to Manchester Sightseeing in May but arrived in July.

TE932 (LK58 KGU) (ex ML) from Sullivan Buses to Ensign Bus (dlr), Purfleet, Essex (August).

TE946 (LK58 KHM) (ex ML) was sold for scrap from Sullivan Buses (August).

TP351 (LR52 KVS) (ex ML) not previously reported was that this TP was re-registered by Hodgson's Coach Operators to M200 BUS in April 2021.

TP375 (RFZ 440, ex M12 YEL, ex LR52 KWT) (ex ML) was sold from Widnes Coaches (February).

TP416 (LK03 CFM) (ex ML) was sold for scrap from Brylaine Coaches (December 2021).

VPL206 (IIG 9329, ex Y246 NLK) (ex ML) was sold from Finch (by October 2023).

TA17201 (V201 MEV, ex VRR 447) (ex SLN) was sold for scrap from Herberts Travel / Chiltern Travel (April).

TAS17464 (J666 BCT, ex KIG 8852, ex Y464 NHK) (ex SLN) re-gained the registration KIG 8852 and was then sold from Black Cat Travel (all in July).

TA17597 (LV52 HHF, ex N800 BUS), 17731 (LV52 HHY, ex N80 BUS) (ex SLN) were sold from Widnes Coaches (by March).

TA17599 (LV52 HHJ, ex X20 BUS), 17732 (LV52 HHZ) (ex SLN) from Stagecoach Merseyside & South Lancs. to Peoplesbus, Netherton, Merseyside (August). At the time of writing, they were both due to be re-registered.

TA17966 (LX53 JZJ), 17971 (LX53 JZO, ex BU51 TOP) (ex SLN) from 1st Bus Stop to Northstar Bus & Coach, Gateshead, Tyne & Wear (August).

TA17974 (T9 YMS, ex LX53 JZT) (ex SLN) re-gained its original registration in November and was sold from YMS Travel (January).

TA18226 (LX04 FXR, ex WLT 916) (ex SLN) was sold for scrap from Carters Coaches (February).

TA18236 (LX04 FYC), 18241 (LX04 FYH, ex MT04 BUS) (ex SLN) further to TLB709, these are confirmed from 1st Bus Stop to Ensign Bus (dlr), Purfleet, Essex (August 2023), and then to REL Davian, Rayleigh, Essex (September 2023).

TA18247 (B21 USS, ex LX04 FYP) (ex SLN) re-gained its original registration and was sold from 1st Bus Stop to Northstar Bus & Coach, Gateshead, Tyne & Wear (all in August).

15143 (LX59 CNN) (ex SLN) from Ensign Bus (dlr) to GHP Trading, Ancaster, Lincs. (April).

15153, 15157 (LX59 CPE, CPO), 15170 (LX10 AUC) (ex SLN) from Sullivan Buses to Ensign Bus (dlr), Purfleet, Essex (August).

Low-floor single deck types:

EN14 (LJ12 BYW) (ex ALN) from RATP-DEV Transit London (London United) to Uno, Hatfield, Herts. (June).

ENL33 (LJ09 KPV) (ex ALN) was re-registered to DS51 NDR in November 2021 and remains in use with Sindher Driving School in an all-white livery. Note that it is Sindher, and not Sidher, as had previously been recorded.

ENL34 (LJ09 KPX, ex T5 GEF) (ex ALN) from Diamond Bus to Willenhall Commercials (dlr), Willenhall, West Midlands (April) for scrap.

ENL42 (LJ09 KPE, ex 772 URB), 48 (LJ09 KPO, ex GUI 441) (ex ALN) from Diamonds Midlands to Ripley, Barnsley, South Yorkshire (May).

DWL37 (LF02 PNO) (ex ALN) from Arriva Southern Counties to Bromley Bus Preservation Group (August).

DML44003, 44004 (LK57 EJJ, EJJ) (ex FLN) further to TLB717, are confirmed as passing to Wigley (dlr), Barnsley, South Yorkshire.

DML44009 (LK08 FNH) (ex FLN) was re-registered to JH54 CTS by Central Travel in April.

DML44032 (YX58 DWF) (ex FLN) from Birmingham Busworks (dlr) to A2B Travel, Melbourn, Cambs. (May).

DML44039 (YX58 DWP) (ex FLN) has been converted into a permanent driver trainer by Adventure Travel (July), and renumbered from DE206 to DT905.

DML44043, 44051 (YX58 DWZ, FPK), 44083 (YX09 AEA) (ex FLN) from Metroline to Ripley (dlr), Barnsley, South Yorkshire (July).

DML44050 (YX58 FPJ) (ex GAL) from Adventure Travel to Turner's of Bristol (dlr), then to Birmingham Busworks (dlr), Birmingham, West Midlands, then to A2B Travel, Melbourn, Cambs. (all in May).

DML44066 (YX58 FOT) (ex FLN) passed from Ripley (dlr) to Central Travel, Darnall, South Yorkshire (March) and was re-registered to P14 CTS in April.

DML44133 (YX10 BDE) (ex FLN) has been sold from Whippet Coaches (August 2023).

DML44134, 44144, 44145, 44158 (YX10 BDF, BFA, BFE, BGE) (ex FLN) from Transdev Rosso to Williams Coaches, Brecon (July), and are being stored for future use.

DML44135 (YX10 BDO) (ex FLN) from Transdev Rosso to Williams Coaches, Brecon, Powys (July), and was used on the Park & Ride Service to the Royal Welsh Show at Builth Wells between 22-25th July.

DML44185, 44187 (YX11 AFE, AFJ) (ex FLN) left the Stagecoach London fleet in June and DML44185 was reported via leasing company with Williams Coaches, Brecon, Powys (July), and was also used on the Park & Ride Service to the Royal Welsh Show at Builth Wells between 22-25th July

DMS44429 (YX60 FUM) (ex FLN) from Countrybus to Callin Coaches, Galway, Ireland (September) via Chartwell Bus Sales, Horsham, West Sussex.

SOE4 (P55 PSV, ex LX09 AYJ) (ex GAL) regained its original registration in April with Trainfor Group, who are now based at Sandwich in Kent.

SOE24 (LX09 AZJ) (ex GAL) was sold from Trainfor Group (November 2022).

WS36 (SN64 CUG) (ex GAL) further to TLB714, this WS is confirmed as passing to South Pennine Community Transport, Honley, South Yorkshire (August).

DE20026, 20027, 20033, 20038, 20039 (YX09 HJU, HJV, HKB, HKG, HKH) (ex LU) finally entered service with First Glasgow in May.

DE20084 (BB07 YPB, ex SK07 DYP) (ex LU) passed to First Group when York Pullman was acquired in February. It has been allocated First fleet number 44383 but this is currently not carried. It remains in red livery.

DE20174, 20181 (YX11 FZA, FZH) (ex LU) from Ripley (dlr) to Northstar Bus & Coach, Gateshead, Tyne & Wear (May). They are in two-tone blue livery, have been given fleet numbers 201 and 202, and re-registered to K99 NST and M99 NST respectively in July. They are used on new route 599 (Sunderland Royal Hospital to Hebburn town centres via the International Advanced Manufacturing Park, the Nissan car plant, Sunderland city centre).

DE20183 (YX11 FZK) (ex LU) is now confirmed with OR Jones, Llanfaethlu, Anglesey (May).

DE20185 (YX11 FZM) (ex LU) from Ripley to Guru Travel, Birmingham, West Midlands (May).

SDE20295 (LJ12 BYW) (ex LU) - see the corresponding entry for EN14 (ex ALN) above.

DE954 (LK58 CSZ) (ex ML) from Adventure Travel to Turner's of Bristol (dlr) (May), and then to Ripley, Barnsley, South Yorkshire (July).

DE1619, 1627 (YX58 DWZ, FPK), 1650 (YX09 AEA) (ex ML) – see the corresponding entry for DML44043, 44051, 44083 (ex FLN) above). [Note - these are shown here as Metroline disposals and referred back to FLN where they were acquired when new. In line with the policy adopted in this

column, all subsequent disposals will be included with their original purchaser and operator, i.e. in this case as FLN DML vehicles.]

DEL852 (LK08 DWE) (ex ML) further to TLB719, following inspection this DEL was deemed too good for spares, and entered service with Panther Travel in March.

DEL857 (LK08 DWM) (ex ML) from Birmingham Busworks (dlr) to Realise Training, Sheffield, South Yorkshire (June).

DES799 (LK07 BEU) (ex ML) from Adventure Travel to Turner's of Bristol (dlr), then to Birmingham Busworks (dlr), Birmingham, West Midlands (all in May).

STL1470 (SL15 ZGR) (ex ML) was sold for scrap from Sullivan Buses (August).

SLD34389 (LX03 BZY) (ex SLN) was sold for scrap from Stagecoach South Wales to Abba Scrap Metals, Dowlais Top, Mid-Glamorgan (July).

36353, 36354, 36357 (LX59 AOD, AOE, AOH) (ex SLN) are to be training vehicles with Stagecoach Yorkshire. 36353 was previously reported as going to Stagecoach East Midlands but is now known to be with Stagecoach Yorkshire.

36358, 36361 (LX59 AOJ, AOM) (ex SLN) are now training vehicles with Stagecoach North East. 36358 was previously reported with Stagecoach Yorkshire.

36363 (LX59 ECJ) (ex SLN) is being used for spares with Stagecoach North East.

36395, 36396 (YX11 AFE, AFJ) (ex SLN) - see the corresponding entries for DML44185 and 44187 (ex FLN) above.

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For disposal: **Free TLBs** 1989-2023 complete, loose, average condition, buyer collects or meet half way - Guildford. Contact Roger on 07855 786018.

A LITTLE BIT MORE FROM THE EDITOR

Another packed issue of TLB, with Service Vehicles, Rail Replacements and "Looking Back" having to be deferred again. We have to be very careful with page quantities, particularly in months when LBM is also distributed. This is because, if we go over a weight threshold, the postage costs virtually double. Hence the contents of TLB in recent months may appear to be a bit shoehorned in. Next month there can be more pages in TLB so we should be able to catch up with everything.

Correction to the caption of the photo of RM1403 on page 27 of TLB720: The bus is actually in private ownership in the Northampton area (not with A Route 2 Hire), and the advert carried is for Lidl rather than Aldi.

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



New route 310 started on 1st September running between Golders Green and Stamford Hill. This offers a north-south link across the Finsbury Park area, last provided by the Stroud Green Road extension of route 236, withdrawn in September 1982. Stagecoach East London 37585 is seen here in Seven Sisters Road on the first day. *(Samuel Letsu)*



Golden Tours started a rebrand of their Windsor sightseeing tour in August. The first bus to appear in the new scheme is Volvo MCV EvoSeti 131, photographed in Southlea Road, Datchet, shortly after being repainted. *(Mark Lyons)*



The first visual sign of Ensignbus being in First ownership appeared on BCI Enterprise 406. It was used on a service under contract to Cadburys UK, running seaside trips on 10th/11th August from Tower Hill to Southend and then 200 miles away on 17th/18th August, from Leeds and Bradford to Bridlington. Seen here on The Headrow in Leeds. *(Russell Young)*

Rear cover: Electrification of route 64 commenced on 16th August. Arriva London South Wright Streetdeck Electroliner ES24 climbs Croham Valley Road, South Croydon on the second day. *(William Clark)*



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