

The London Bus

Number 683

July 2021



London Omnibus Traction Society
www.lots.org.uk

On 1st May route 328 passed from Tower Transit to Metroline – and so did its Volvo B5LH/ Wrightbus Gemini hybrid buses, on hire at least for now. TT's

VH 38127 now masquerades as Metroline's VWH 2738 at Kilburn Park.
(Richard Godfrey)



Another loss by Tower Transit on 1st May was route 28, this time to London United. Volvo B5LH/Wrightbus Gemini hybrid buses came here too but working from the former LT garage at Wandsworth. VH 45113 turns out of Chepstow Road into Cambridge Villas at Westbourne Park.
(Richard Godfrey)



At the end of May on the 29th route E1 changed hands from Abellio to London United who now run the short local Ealing route from 'faraway' Hounslow Garage. The main allocation is with ADH-class E400Hs but Scania's appear almost daily, so we see SP 40174 filling in at Haven Green, Ealing Broadway.
(Haydn Davies)



Front cover: The first double-deck hydrogen fuel-cell buses for London had a slow start – and it remains so with just 10 (of 20) in use each day. It was also two months after delivery that the 'HFC' decoration finally appeared. So on the last day of June we can at last illustrate this with WHD 2709 in Westbourne Park Road. *(Haydn Davies)*



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



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

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

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

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Coming Events

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

- Sun 25 July: Fenland Bus Fest (incl. running day) at Whittlesey.
- Sun 25 July: Worthing sea front rally (at the West Worthing end).
- Sun 08 Aug: 'Buses magazine' Festival, at East of England Showground, near Peterborough.
- Sun 08 Aug: Tinkers Park (near Uckfield, East Sussex) Bus Rally
- Sun 15 Aug: Suffolk Bus Run from Haverhill via Sudbury and Ipswich to Bury St Edmunds.
- Sat 21 Aug: Warminster (Wilts) – Routemasters to Imber.
- Sun 22 Aug: Festival of Transport, War Memorial Park, Basingstoke.
- Sat/Sun 28/29 Aug: 90 years of Bedfords at Pages Park, Leighton Buzzard. Displays and a road run on 28th, vehicle demonstrations on 29th.
- Sat 04 Sep: 'East Kent at 105' at Dover Transport Museum.
- Sun 05 Sep: 70 years of the RF' Running Day at Epping Ongar Railway, North Weald. Normal bus 339 from Epping Station, feeder bus 718 at 10am from Chingford Station. (LSS)
- Sun 05 Sep: BBPG Running Day between Godstone and East Grinstead.
- Sun 12 Sep: King Alfred Running Day from Winchester Broadway. (Also a static display Sat.11Sep)
- Sun 26 Sep: Showbus at Hertfordshire Showground, Redbourn. (LSS)
- Sat 09 Oct: London Bus Museum's Running Day on route 93 (with extensions at both ends!).
- Sun 10 Oct: South East Bus Festival, Detling, Kent. (LSS)
- Sun 24 Oct: Transportfest at London Bus Museum, Brooklands.
- Sat 30 Oct: Stagecoach Plumstead Garage, 40th anniversary Open Day.
- Fri/Sat 05/06 Nov: Aldenham Spectacular at Borehamwood (LSS).
- Sun 07 Nov: Muswell Hill Running Day, e.g.RTs on 212exp,244,251A; RM on 134A, RF on 212.

Membership Details

Don't forget that you can pay through the banking system if you wish. Our account number is 11725054, sort code 16-32-45. Please just add your name to the paying-in slip and then send us an e-mail to lotsmemsec@gmail.com with your name, address and membership number (if known) to tell us what you have subscribed to. Occasionally we receive payments without any idea as to what they were for – or even from whom. The same email address can be used to query membership matters, to query non-arrival of TLB or LBM, missing or damaged pages, queries about Postal Sales or even if you wish to discontinue membership for some reason.

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Recent and new publications:

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

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

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

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

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

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

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

From other publishers: (ALL new**)**

Surrey's Spring Line - A History of Country Bus Route 408 by Peter Osborn (LHRG); A4. 72 pages. Many colour and B&W photos. This marks the centenary of the first East Surrey service between Guildford and Epsom in November 1921 which became the 408. (£10.00) ****new****

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

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

London Trolleybus Collection by Mick Webber. Bowden Publishing £40.00; 194 pages, A4 Hardback, “illustrating the many and varied aspects of trolleybus operation in London from 1931 to 1962. Further overseas use in Malaya and Spain is also featured”.

Buses & Coaches In and Around Walton-on-Thames and Weybridge 1891-1986 by Laurie James. Pen & Sword Books £30.00; 208 pages with “200 colour and black & white photos and maps”.

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

In Focus 12 lowbridge London: Julian Bowden and Michael Dryhurst (Bowden Publishing). A5-size 60 pages, a photo review of the lowbridge buses operated by LT from early Leyland TDs, STs, STLs, Ds, hired Bristol Ks and Guy Arabs to RLHs. (£10.00) ****new****

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

Trolleybuses in East London (LTPS) on the latest Sales Bulletin is now no longer available.

GENERAL and INDUSTRY NEWS

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

TfL, politics and the Coronavirus Crisis

Rapidly increasing infection rates meant the planned full easing of **Covid** restrictions on 21 June was postponed until 19 July, during which time more people would be eligible for vaccinations, including all over 18s. On 27 June, Health Secretary Matt Hancock resigned, following publication of a photo which showed him in a 'liaison' with one of his female staff, in breach of his own regulations. His replacement is Sajid Javid. It now seems that most restrictions in England will be lifted as planned on 19 July and the public will be asked to take individual responsibility for deciding whether to wear a face covering on public transport. Surveys by London Travelwatch and Passenger Focus showed that 59% of users would not wear a face covering if not required to do so. The Confederation of Passenger Transport (CPT) has questioned the wisdom of a voluntary face covering policy. In an interview with the Evening Standard on 30 June, Transport Commissioner Andy Byford said he wanted passengers to have confidence to use the Capital's "safe" public transport system rather than getting into their cars. Latest information suggests that bus (and perhaps rail) operators will continue to require wearing of masks.

The position on foreign travel remains confused with a traffic light system remaining (*TLB 682 refers*) although the Government hopes people who have been double vaccinated will not need to quarantine on their return to the UK from 19 July if returning from an 'amber' country. More test gatherings have taken place at major events, including Wembley Stadium where the England football team has played to crowds of up to 65,000 and Wimbledon tennis where the finals were allowed to have capacity crowds.

Transport for London's June Finance Committee Report recorded total network usage had reached 53% of pre Covid levels, with buses achieving 61%. Both figures are higher than budgeted levels taking into account the pandemic. As a result, bus passenger income is 50% higher than expected and treble the level when compared with the same period last year. Nevertheless, bus operations still recorded a net operating loss of £188 million in the four-week period to 29 May which will be met through emergency Government support grants.

London Travelwatch, the Campaign for Better Transport, London First and the Unite Union have written a joint letter to the Government to oppose cuts to services. The letter states that any cuts to bus services made before post-pandemic demand has settled into a "new normal" risks choking the recovery. It says research shows that ridership will decrease if frequencies are reduced: as a broad figure a 10% reduction in frequencies will mean a 7% loss of passengers in the longer term and makes the point that once passengers are lost, they are much harder to win back. TfL is required to make savings of at least £300 million in 2021/22 (*TLB 682 refers*).

Westminster City Council has put forward a new scheme to part pedestrianise **Oxford Circus**. This is the same Council that effectively put a stop to the earlier TfL & Greater London Authority proposals for the pedestrianisation of Oxford Street. Under the latest scheme, all vehicles using Oxford Street would be diverted to the north and only Regent Street north-south and south-north Regent Street buses would be allowed through the junction. WCC says 'there will be new seating and planting to improve the overall look and feel of the area' and claims the first phase of the improvements with two car free piazzas 'could be completed by the end of 2021'. Further details under *Greater London Route Developments*.

More Boroughs are joining the controversial e scooter trial (*TLB 682 refers*). They became available in City of London and parts of Lambeth from 5 July and can be used in Southwark as a 'ride through Borough'. E scooters will continue to be parked in designated bays only, enforced by GPS technology.

Corporate and company news

The Go-Ahead Group has been named a European Climate Leader by the Financial Times for its carbon cutting initiatives. The FT had gathered data on 4,000 companies and the top three hundred had achieved the greatest reduction in carbon emissions between 2014 and 2019. Go-Ahead is the largest electric bus operator in the UK and has committed to running a zero-emission bus fleet by 2035.

Other General News

The Department for Transport has announced **£226.5m of recovery funding to support bus services in England** outside London after the COVID-19 Bus Service Support Grant (CBSSG) Restart mechanism ends on 31 August. The recovery funding will run to the end of the current financial year, beyond which no further COVID-19-related support for the sector will be provided. DfT will publish more information in due course, but Secretary of State for Transport Grant Shapps said that the new mechanism will fund operators and local authorities.

The DfT has announced the bidders for the first round of funding for zero emission buses under the **'ZEBRA' fund fast track process** (*TLB 680 refers*). Thirty-five applications were received and six were selected to go forward to the next stage of the competition which are: Cambridgeshire and Peterborough Combined Authority, Kent County Council, Leicester City Council, Milton Keynes Borough Council, Warrington Borough Council and West Midlands Combined Authority. These authorities now need to prepare a strong business case to win funding, although it seems unlikely any new buses will be appearing by September as originally planned.

Wrightbus has launched or renamed a number of its models. The Electroliner is a new battery electric version of the Streetdeck double-decker which the manufacturer claims will achieve a 200-mile range and can be recharged in two hours 45 minutes. The 'Hawk' is basically a single-deck diesel Streetdeck designed for longer mileage rural and inter-urban routes. The original Streetdeck double deck launched in 2014 is now known as the 'Streetdeck Ultroliner EU6' while the hydrogen version is to be known as the "Streetdeck Hydroliner FCEV".

ADL has announced its first tri-axle electric double-decker, the Enviro 500EV for the American market. The fully air-conditioned bus can carry 82 seated passengers, 53 on the upper deck. Switch (alias Optare) has unveiled in MetroCity EV.

A nine coach Avanti Pendolino train attempted to break the record for **the fastest passenger journey from London to Glasgow** on 17 June. The non-stop journey from Euston to Glasgow Central took three hours, fifty-three minutes and one second, narrowly missing the record made by the tilting Advanced Passenger Train (APT) in 1984, which was 21 seconds faster. Nevertheless, the Avanti train achieved an average speed of 103mph making it the fastest journey made by a Pendolino on the West Coast main line. A previous attempt with a Pendolino in 2006 took three hours, fifty-five minutes and 27 seconds.

Postscript

I recently took a ride on one of the new **Wrightbus fuel cell buses on route 7** which have been entering service slowly after several weeks in store awaiting the installation of hydrogen fuel cell facilities at Perivale. The bus was Metroline FCEV, WHD 2713 which I boarded in Bishops Bridge Road to go to Oxford Circus. It was a lovely bus; I was very impressed. The vehicle was as very quiet as expected, almost silent in fact, just a slight buzzing noise on the lower deck. This was not noticeable when I went upstairs, even at the very back. The ride quality with a light load was exceptionally smooth and I'm sure it exceeded 20mph along Edgware Road, despite claims these buses are restricted. There were no rattles or creaks at all from the bodywork, build quality seemed excellent, Afterwards I went on an Enviro400 City EV on the 94 to Piccadilly Circus to compare the two. This was also quiet but not quite so smooth and there were a few creaks from the bodywork, but nowhere near as many as my bus home from Brighton Station, a B&H diesel powered Wrightbus Streetdeck; the FCEV really is streets ahead of those in terms of ride quality.

GREATER LONDON AREA - Route Developments

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

LONDON BUSES - TENDERED ROUTES UPDATE

Starting from Tranche 782 and thus the start of the 2022-23 Tendering programme, contracts are now offered on the basis of 7-year fixed Quality Incentive Contracts, although shorter terms can be agreed between TfL and the operators. This is mainly to encourage the drive towards electrification, and the first of these are announced below. The 2-year route extensions listed below remain in place having been previously agreed, and future tendering programmes will reflect revised start dates. When 'existing fleet vehicles' are specified, this means compatible refurbished vehicles, not necessarily those in current use on the route. From 1st March 2021 all buses are to Euro-VI emissions standard.

Routes 13/=, 55/N55, 56, 204, 322, 350, 397, 433, 667, 677 and W16 from Tranches 772, 775, 776, 779, 784, 789, 790, 791 and 792 were awarded, starting on 26th February 2022 (55/N55, 56, 397), 5th March 2022 (W16), 12th March 2022 (667, 677), 2nd April 2022 (13/=), 30th April 2022 (204, 322, 350) and 21st May 2022 (433).

13/= Retained by Tower Transit using existing hybrid double-deck vehicles (pvr 31 to 22). Please note that we understand that it is planned to reduce the frequency fairly soon so that the current pvr of 31 will drop; the pvr 22 applies from April 2022.

55/N55 Retained by Stagecoach East London using existing New Routemaster (NRM) vehicles. (pvr 38 to 33).

56 Retained by Stagecoach East London using existing hybrid double-deck vehicles (pvr 22 to 19).

204 Retained by Metroline West using new electric double-deck vehicles (pvr 17 to 15).

322 Awarded to Abellio on new 7-year contract using new electric single-deck vehicles. Currently operated by Go-Ahead London General from Stockwell (SW) garage (pvr 10).

350 Retained by Abellio on new 7-year contract using existing diesel single-decks. (pvr 5).

397 Retained by HCT Group using existing diesel single-decks. (pvr 6).

433 Retained by Abellio on new 7-year contract using new electric single-decks. (pvr 10 to 9).

667 Awarded to Stagecoach East London using existing diesel double-decks. Currently operated by Go-Ahead Blue Triangle from Barking, River Road (RR) garage. (pvr 3).

677 Awarded to Go-Ahead Blue Triangle using existing diesel double-deck. Currently operated by Stagecoach East London from Barking (BK) garage. (pvr 1).

W16 Retained by HCT Group using existing diesel single-decks. (pvr 9).

The tendering programme is updated below, also incorporating changes advised last month, together with contract extensions for tranches 783,785,786 and 788 moved to forthcoming service changes. There are also a slight changes to detail on Tranches 795 (routes 253/N253 now with a 2-year extension), 806 and 810 (split into 806/806A and 810/810A)..

Tranche No. and start dates	Routes out on offer (with current operators)	2-year extensions granted
#778 (3/22)	439, S2 (New Routes Croydon/Sutton consultations)	455 (due to be w'dn!)
#781 (3/22)	733 (Rail Replacement Route)	76/=, 259
#782 (4/22)	617, 629 (Sullivan), 678 (S'ch East London)	--
#787 (4/22)	111/= (London United)	110, 195
#789 (4-5/22)	U10 (Metroline West)	E6, U1, U2, U3, U4
#793 (5/22)	177 (S'ch Selkent)	--

----- Greater London Route Devts -----		
#794 (5-6/22)	135 (GA Docklands), 217 (Sullivan)	--
#795 (6/22)	Tranche cancelled	253/N253, 254
#796 (6/22)	70 (London United)	C1
#797 (6/22)	245 (Metroline Travel)	143, 260, 302
#798 (6-7/22)	Tranche cancelled	120, 465, R68, R70
#799 (7/22)	186 (Metroline Travel)	382
#799A (7/22)	383 (Uno), 384 (Metroline Travel).....	--
#800 (7/22)	613 (London United)	280
#801 (7-8/22)	Tranche cancelled	17, 243/=, C11, W7/=, W8
#802 (7-8/22)	116, 662, 665, 671 (London United)	--
#803 (8-9/22)	Tranche cancelled	5, 15/=, 66, 115
#804 (8/22)	119/= (GA Metrobus), 198, 264/= (Arriva LS)	50, 194, 250/=, 320
#805 (8-9/22)	Tranche cancelled	130, 255, 289, 314, 410
#806 (8-9/22)	664 (S'ch Selkent), 684 (GA Metrobus)	--
#806A (8/22)	638 (S'ch Selkent)	--
#807 (8-9/22)	A10 (Metroline West)	90
#808 (9/22)	605, 628/688, 653/683 (Sullivan)	--
#809 (9-10/22)	Tranche cancelled	131, 222/=, 411
#810 (9-10/22)	149/=, 349 (Arriva LN)	4, 210, 341/=
#810A (9/22)	168 (Metroline Travel)	--
#811 (9-11/22)	248 (S'ch East London), 339 (Tower Transit)	103, 150, 175, 257, 370
#812 (10/22)	226, 632 (Metroline West)	--
#813 (10/22)	11/N11 (GA London General)	22/=
#814 (10/22)	220/= (London United), 295/= (Metroline West), 297/= (Metroline Travel)	--
#815 (10/22)	353, 359 (GA Metrobus)	--
#816 (10-11/22)	78 (Arriva LN), 621(S'ch Selkent)	45, 176/=, 188/=
#817 (12/22-1/23)	190 (Metroline Travel), 635 (London United)	33/N33, 419
#818 (10-11/22)	92 (Metroline West)	6/=, 18/N18, 98/N98
#819 (11-12/22)	80, 93/=, 151, 154/=, 163, 164/= (GA London General) 470 (London United)	--
#820 (12/22-2/23)	118, 155/N155 (GA London General), 159/= (Abellio).....	88/=, 170, 355, 360

ROUTE AND SERVICE CHANGES

Miscellaneous general items

Further to the delay in easement to lockdown plans, now planned (at time of going to press) for 19th July, operators were advised to keep "V" route journeys until the end of term, nominally by Friday 23rd July, so thus having operated in some shape or form for most of the academic year, when schools were open. Some schools have had reduced attendances or even had short-term closure at times. However, some "V" routes were withdrawn earlier than that as being no longer required. So just for the record:

Abellio withdrew V228, V367, V407 and VX26 by 21st June, with AM trips withdrawn on VH20 and VH25.

Arriva withdrew V50, V60, and V123 after 15th June, V377, V412 and a return trip on V444 were withdrawn after operation on 16th June, with V675 withdrawn on 17th June.

Go-Ahead withdrew the V108, V624 from 18th June, along with 1 return trip from V170, V493 and V651.

RATP withdrew the V216, V272, V395, V398, V406, V413, V418, V465, V613, V639, V662, VK4 and VK5 after operation on Friday 18th June. From Monday 21st June, the following were also revised: V223 lost an AM trip, V265 kept 1 AM trip, V293 only ran one trip in the PM.

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

RATP, cont: V671 was reduced to 1 trip in both peaks, V642 lost its FW-operated AM trip, V696 was reduced to 1 trip in both peaks, V697 to 2 x AM, 1 x PM and V698 to 1 trip in both peaks. Finally, V470 transferred from AV to TV garage.

Stagecoach withdrew V97, V215, V256, V362, V474, V496, V601 and V664 after 16th June, with V314 and V499 reduced to 1 trip in both peaks. V638 was withdrawn after 25th June.

Sullivans have also withdrawn one trip on VW8 by 18th June.

As hinted at last month, it is now known that several Central London routes will be subject to frequency reductions from late August into early September, as TfL try to match revised funding levels with expected future demand from regular commuters and tourists. These are being worked on by the operators and TfL and details cannot yet be confirmed until negotiations are completed between TfL, the operators and the staff, unless already listed below. Otherwise, details will follow in the next TLB. Several LT-class vehicles are likely to be redeployed as we have seen before, but again, details on where they could go will be subject to route suitability.

Please note: From now on, when new contracts specify “electric” vehicles, as has become apparent in recent and for future changes, including those listed below, I’ll change the heading for “contracted for electric buses in due course”. This is not necessarily the fault of the bus manufacturers or the operators but also in part for infrastructure for the garages to be ready, as well as upgrading the supplies from the national grid or building new sub-stations, etc. Hopefully, this will resolve itself in months to come, but for now best to consult the LOTS website and LVF for when spotting and photographing new vehicles entering service. (*see also vehicle news*).

The “social-distancing” measures in place at Croydon, Katharine Street/Park Lane, Kingston, Eden Street, Peckham, Rye Lane, and Threadneedle Street (eastbound) remain in place ‘until further notice’. Late news is that Kingston Eden Street re-opened on 9th July.

The Notting Hill Carnival has been cancelled again this year, owing to the uncertainty of Covid-19 restrictions, and planning an event where many people would gather.

Saturday 15th May 2021: As in TLB682.

Monday 17th May 2021: As in TLB682.

Saturday 22nd May 2021: As in TLB682.

Saturday 29th May 2021: As in TLB682, additionally:

159/=(*Abellio-QB*) (Marble Arch & Streatham Station) Revised running time for M-F peaks and Sat shopping hours, and evenings. This is to the “temp” Covid timetable introduced on 6th February 2021 (see TLB678).

PVR Changes 29th May 2021: *Abellio*: 159 to 26/27/14 #QB1+;

London United: correcting TLB682, the PVR for 697 should be 4/-/- #HH401+; (though it does change again on 3rd July, see below).

Monday 1st June 2021: As in TLB682.

Saturday 5th June 2021: As in TLB682.

All information is repeated in full from this point:

Saturday 12th June 2021:

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

80 (*Go-Ahead London General-A*) (Hackbridge, Reynolds Close & Belmont, High Down & Downview) Commencement of conversion from mixed single and double-decks to all double-decks. Although meant to be all-WHV, in practice DOE, WHV, WVL and E- class double-decks are used as available.

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

Saturday 12th June 2021, continued:

- 85/= (*London United-TV*) (Kingston, Kingston Hall Road & Putney Bridge Station) Reallocated from Tolworth (TV) garage to Fulwell (FW) garage.
- 116 (*London United-AV*) (Hounslow, Bus Station & Ashford Hospital) Reallocated from Hounslow (AV) garage to Hounslow Heath (HH) garage.
- 419 (*London United-FW*) (Richmond, Bus Station & Barnes Pond) Reallocated from Fulwell (FW) garage to Hounslow (AV) garage.
- 423 (*London United-AV*) (Hounslow, Bus Station & Heathrow, Terminal 5) Reallocated from Hounslow (AV) garage to Hounslow Heath (HH) garage.

PVR Changes 12th June 2021:

Go-Ahead London General: 80 no change to PVRs;

London United: 85 to 15/15/10 #FW401+; =85 to 3 every night #FW401+; 116 to 7/7/4 #HH151+; 419 to 13/12/7 #AV301+; 423 to 7/6/4 #HH351+.

Saturday 19th June 2021:

- 7 (*Metroline Travel-PV*) (Oxford Circus & East Acton, Brunel Road) and
- N7 (*Metroline Travel-PV*) (Oxford Circus & Northolt Station) Renewal of LBSL (QC) contract and with conversion to WHD-class Wrightbus StreetDeck FCEV Gemini 3 Hydrogen Fuel-Cell double-deck vehicles, now renamed “Hydroliners” (*see vehicle news*). In practice and even by early July the allocation was mixed WHD and the existing VWH-class hybrid double-decks.
- 293 (*Quality Line-EB*) (Morden Station & Epsom General Hospital) Reallocated from Epsom (EB) garage to Tolworth (TV) garage, thus novated from *Quality Line* to *London United*.
- 404 (*Quality Line-EB*) (Cane Hill, Crawford Close & Caterham-on-the-Hill, Westway Common) Reallocated from Epsom (EB) garage to Tolworth (TV) garage, thus novated from *Quality Line* to *London United*.
- 467 (*Quality Line-EB/TV*) (Epsom, Town Centre & Hook, Kingston by-Pass; SDO jnys to/from Hinchley Wood School, also Epsom General Hospital) Reallocated from Epsom (EB) garage to Tolworth (TV) garage, incorporating the Friday SDO journey by TV. Thus novated from *Quality Line* to *London United*.
- 470 (*Quality Line-EB*) (Colliers Wood School & Epsom, Clock Tower, Mo-Sa) Reallocated from Epsom (EB) garage to Tolworth (TV) garage, thus novated from *Quality Line* to *London United*.
- H17 (*London Sovereign-SO*) (Harrow, Bus Station & Wembley Central, Montrose Crescent) Reallocated from Harrow (SO) to Park Royal (RP) garage, thus novated from *London Sovereign* to *London United*.
- H18/ H19 (*London Sovereign-SO*) (Harrow Bus Station circulars, *H18 via Headstone Lane, Belmont; H19 via Belmont, Headstone Lane*) The re-allocation of this was cancelled. It is likely that route H11 may be moved instead in September, details to be confirmed in the August TLB.
- N5 (*London Sovereign-BT*) (Trafalgar Square & Edgware Station) Reallocated from Edgware (BT) garage to Harrow (SO) garage. This will assist the forthcoming electrification and parking at Harrow garage, as it keeps some of the allocation out at night.

PVR Changes 19th June 2021:

London United: 293 to 7/6/4 #TV951+; 404 to 3/3/3 #TV971+; 467 to 2+/2/- (+1/662 Fr SDO) #TV91+; 470 to 7/6/- #TV931+; 662 to 1*/-/- (*467 Fr SDO) #TV492; H17 to 7/6/6 #RP201+;

London Sovereign: N5 to 6 every night #SO201+; H17 withdrawn (to London United);

Metroline Travel: No change to 7/N7 PVRs (note that #PV50 operates on the 7 schedule daily as a driver relief bus)

Quality Line: 293, 404, 467, 470 withdrawn (to London United).

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

Saturday 26th June 2021:

- 26 (HCT Group-HK) (Waterloo Station & Hackney Wick, Eastway) and
- N26 (HCT Group-HK) (Trafalgar Square & Chingford Stn) LBSL (QC) contract extended for 2 years.
- 52/= (Metroline Travel-AC) (Victoria Station & Willesden Garage) Widened timetables daily and nightly for roadworks at Kensal Rise.
- 187 (Metroline West-WJ) (Central Middlesex Hospital & Finchley Road, Sainsbury's) Widened timetables daily for roadworks at Kensal Rise.
- 235 (Metroline Travel-AH) (North Brentford Quarter & Sunbury Village, Three Fishes) Introduction of widened timetables daily owing to roadworks at Brentford Bridge/High Street.
- 418 (London United-TV) (Kingston, Cromwell Road Bus Station & Epsom, Clock Tower) Renewal of LBSL (QC) contract which specifies full conversion to VH-class Volvo B5LH hybrid double-decks. This would be completed once routes 65/281 gain their electric vehicles later this year.
- E2 (Metroline Travel-AH) (Greenford Broadway & Brentford, Commerce Road) Apologies, this was listed twice in TLB682, the change took place from 29th May.

PVR Changes 26th June 2021:

- HCT Group: 26 to 19/18/10 #HK231+, N26 to 6 each night #HK261 (although on Mo-Fr nights there is a #HK621 listed instead of #HK262);
- London United: 418 to 6*/6*/3* #TV311+ (* cross-linked with route 406);
- Metroline Travel: 52/=, 235 no change to PVRs;
- Metroline West: 187 no change to PVRs.

Monday 28th June 2021: From this date, and for approximately 10 weeks, St.John's Hill at Clapham Junction is closed for bridge reconstruction. Routes **37/=, 39, 87, 156, 170, 295/=, 337, 344/=, 639, 670, C3, N19, N31 and N87** are diverted in both directions to and from Battersea Rise via Boutflower Road and Strath Terrace. Routes 49, 156, 295/=, 344/=, C3 also gain widened timetables for the duration. From 5th July routes 37/=, 39, 87 were revised westbound to operate via Bolingbroke Grove.

Saturday 3rd July 2021:

- Closure of Quality Line garage at Epsom (EB) garage as an operating base. The conversions of routes 65, 281 and 371 contracted for electric buses in due course, and thus the conversion of VH-types will take place later, with existing types continuing for now.
- Widening also removed from route 463 for long-term works in Beddington Lane.

- 57/= (Go-Ahead London General-AL) (Kingston, Fairfield Bus Station & Clapham Park, Atkins Road) LBSL (QC) contract extended for 2 years.
- 65 (London United-FW) (Ealing Broadway Station & Kingston, Brook Street) and
- N65 (London United-FW) (Ealing Broadway Station & Chessington, World of Adventures) Renewal of LBSL (QC) contract and frequency increased from x6 to x5 mins from Ealing Broadway to Kingston in AM peak. Conversion from mixed SP-class Scania and VH-class Volvo hybrids to BCE-class BYD/E400EV electric double-decks in due course.
- 71 (London United-FW) (Kingston, Cromwell Road Bus Station & Chessington, World of Adventures) Renewal of LBSL (QC) contract and converted fully from SP-class Scania to VH-class Volvo B5LH Wrightbus hybrid double-decks, when vehicles are released from route 65.
- 85/= (London United-FW) (Kingston, Kingston Hall Road & Putney Bridge Station) LBSL (QC) contract extended for 2 years.
- 213/= (Go-Ahead London General-A) (Kingston, Fairfield Bus Station & Sutton Garage) LBSL (QC) contract extended for 2 years.
- 217 (Sullivan Buses-SM) (Turnpike Lane Station & Waltham Cross, Bus Station) Widened Mon-Fri timetable from x12 to x15 mins (x14 in AM peak) This is due to major roadworks taking place in the area around junction 25 of the M25.
- 265 (London United-TV) (Putney Bridge Station & Tolworth, Red Lion) LBSL (QC) contract extended for 2 years.

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

Saturday 3rd July 2021, continued:

- 81/= (*London United-FW*) (Hounslow, Bus Station & Tolworth, Ewell Road) Renewal of LBSL (QC) contract. Conversion from SP-class Scania to BCE-class BYD/E400EV electric double-decks in due course.
- 327 (*Sullivan Buses-SM*) (Waltham Cross, Bus Station & Elsing Estate circular) Widened Mon-Fri timetable from x40 to x60 mins. This is due to major roadworks taking place in the area around junction 25 of the M25.
- 371 (*London United-FW*) (Manor Circus, Sainsbury's & Kingston, Kingston Hall Road) Renewal of LBSL (QC) contract. Conversion from DE- and DLE-class E200 single-decks to BE-class BYD E200EV electric single decks, and 2x BCE-class BYD/E400EV electric double-decks for school workings in due course.
- 406 (*London United-TV*) (Kingston, Cromwell Road Bus Station & Epsom, Clock Tower, SDO to Epsom General Hospital) Converted to (almost) full operation of VH-class Volvo B5LH hybrid double-decks although a few ADE-class diesel E400s remain.
- 413 (*Quality Line-EB*) (Sutton Garage & Morden Station) LBSL (QC) contract novated from *Quality Line* to *Go-Ahead London General* from Merton (AL) garage, now using existing SE- or SEN-class AD20D Enviro200 diesel single-deck vehicles.
- 533 (*Metroline-AH*) (Hammersmith & Barnes) After departing Hammersmith Lower Bus Station, the call at the Upper Bus Station is withdrawn. Then between Hammersmith Bridge Road and Clifford Avenue at Mortlake Cemetery it will run non-stop in both directions.
- 613 (*London United-TV*) (Tolworth Station & Glenthorne High School, SDO) The planned conversion to VH-class Volvo B5LH hybrid double-decks in due course, when routes 65/281 are converted to electric operation.
- 662 (*London United-TV*) (Surbiton Station & New Malden, Holy Cross School, SDO) The planned conversion to VH-class Volvo B5LH hybrid double-decks in due course, when routes 65/281 are 371 converted to electric operation.
- 671 (*London United-FW*) (Chessington South Station & Kingston, Tiffin School for Girls, SDO) The planned conversion to VH-class Volvo B5LH hybrid double-decks in due course, when routes 65/281 are converted to electric operation.
- 697 (*London United-HH*) (Hayes, Lansbury Drive & Ickenham, Douay Martyrs School SDO) Revised timetable, reducing to 2 AM journeys and 3 PM journeys, with the last morning and first afternoon journeys withdrawn. This is in advance of the renewal of the contract from 4th September (*see below*).
- K5 (*London United-TV*) (Ham, Dukes Avenue & Morden Station, M-Sa) Renewal of LBSL (QC) contract using existing SDE-class AD E20D Enviro200 diesel single-decks.
- S1 (*Quality Line-EB*) (Lavender Fields & Banstead, Marks & Spencer) LBSL (QC) contract novated from *Quality Line* to *Go-Ahead Metrobus* from Croydon (C) garage, using existing fleet Optare MetroCity vehicles previously with *Quality Line*.

PVR Changes 3rd July 2021:

Go-Ahead London General: 413 to 8/7/5 #AL141+; No change to 57/=, 213/= PVRs;

Go-Ahead Metrobus: S1 to 11/11/7 #C61+;

London United: 65 to 28/27/21 #FW51+, N65 to 4 each night #FW51+ (from daytime allocation, crosslink withdrawn from 71), 71 to 12+/12/8 (+1/671) #FW101+; 281 to 19+/19/18 (+2/681) #FW1+, =281 to 4 each night #FW1+ (from daytime allocation), 371 to 12sd+2dd/12/11 #FW181+ (dd now allocated to #FW185/193; 671 to 1*/-/- #FW114 (* also works 71 but as #FW113); 681 to 2*/-/- #FW341+ (*281); 697 to 3/-/- #HH401+.

No change to 85, 265, 406, 613, 662, K5 PVRs. EB garage closed;

Metroline Travel: 533 No change to PVRs; Sullivan Buses: 217, 327 No change to PVRs.

Total PVRs at 3rd July: M-F 7790 (7818); Sat 7101 (7105); Sun 5052 (5055); Sat.night 819 (836).

Figures in brackets as at 6th February 2021 (SUP-39B).

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

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

Saturday 10th July 2021:

- 166 (*Arriva London South-TC*) (West Croydon & Epsom) Additional shuttle service introduced, Sats and Suns only, until 'late-August' between Purley and Banstead. As in previous years, these are to act as duplicates for the main 166 to cater for visitors to the Mayfield Lavender Farm situated at the junction of Croydon Lane and Carshalton Road.
- 231 (*Metroline Travel-PB*) (Turnpike Lane Station & Enfield Chase Station) Revised timetable daily with changes to early morning journeys. Actually it reverts to timetable in place prior to 18th January 2021.
- 302 (*Metroline Travel-AC*) (Mill Hill Broadway Station & Kensal Rise Station) Temporary roadworks schedules introduced due to work at Kensal Rise.
- 377 (*Arriva London North-E*) (Ponders End Station & Oakwood Station, Mo-Sa) LBSL (QC) contract extended for 2 years.

Friday 16th July 2021:

- 2/7N27 (*Abellio-QB*) (Hammersmith & Chalk Farm) Further to the note in TLB682, both routes will now terminate and start from Chalk Farm, Harmond Street, turning and standing out of service. A stand is hoped to be located in Ferdinand Street, but this will not be ready in time for the change at time of going to press; it is possible that it may use the stand for route 393 on the former Morrison's access road, see below!

Saturday 17th July 2021: Includes re-allocations from Go-Ahead Blue Triangle from River Road to Henley Road, Routes 101 and 104 are confirmed as not transferring.

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

Saturday 24th July 2021:

- 6/= (*Metroline Travel-AC*) (Aldwych & Willesden Bus Garage) Temporary roadworks schedules introduced due to work at Kensal Rise.
- 53 (*Stagecoach Selkent-PD*) (County Hall & Plumstead Station) and
- N53 (*Stagecoach Selkent-PD*) (Whitehall & Plumstead St) LBSL (QC) contract extended for 2 years.
- 55 (*Stagecoach East London-T*) (Oxford Circus & Walthamstow Central Station) Mon-Fri daytime frequency reduced from x6 to x6-7mins.
- 56 (*Stagecoach East London-T*) (Whipps Cross & St.Bart's Hospital) Mon-Sat daytime frequency reduced from x6-7 to x8mins.
- 393 (*Metroline Travel-HT*) (Chalk Farm & Clapton Pond) Chalk Farm stand at former Morrisons site moved to a new stand in the former access road to the store. This is by local arrangement, the formal move is scheduled for 31st July.

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

Saturday 24th July 2021, continued:

- 606 (Queensbury Station & Barnet Lane, Totteridge Academy) LBSL (QX) contract awarded to *Sullivan Buses* using existing diesel double-decks from South Mimms (SM) garage, effectively from the start of term in September. Currently operated by *Metroline Travel* using a mix of TE-, TEH-class AD E40D/H Enviro400D/H, VW-class Volvo B9TL Wrightbus Eclipse or VMH-class Volvo B5LH MCV EvoSeti diesel or hybrid double-decks from Edgware (EW) garage.
- 648 (*Go-Ahead Blue Triangle-RR*) (Romford Market & Cranham, Moor Lane, SDO) Route withdrawn after 23rd July– (see also route 646 for 4th Sep, below and consultation report).
- N55 (*Stagecoach East London-T*) (Oxford Circus & Woodford Wells, Horse & Well) Weekend frequency reduced from x20 to x30 minutes.

Saturday 31st July 2021:

- 112 (*Metroline Travel-W*) (Ealing Broadway Station & North Finchley) Renewal of LBSL (QC) contract using existing DEL-class AD E20D Enviro200 diesel single-decks.
- 177 (*Stagecoach Selkent-PD*) (Peckham Bus Station & Thamesmead Town Centre) Introduction of widened schedule due to gas main replacement at Wickham Lane/ Plumstead High Street junction.

Saturday 21st August 2021:

- 64/= (*Arriva London South-TH*) (Thornton Heath Pond & New Addington, Vulcan Way) LBSL (QC) contract extended for 2 years.
- 146 (*Stagecoach Selkent-TB*) (Bromley North Station & Downe, St. Mary's Church) Renewal of LBSL (QC) contract using existing AD E20D Enviro200 diesel single-decks.
- 336 (*Stagecoach Selkent-TB*) (Catford, Thomas Lane & Locksbottom, Pallant Way) Renewal of LBSL (QC) contract using existing AD E20D Enviro200 diesel single-decks.
- 344/= (*Abellio-QB*) (Liverpool Street Station, Bishopsgate & Clapham Junction, St.John's Hill) Renewal of LBSL (QC) contract using existing AD40H Enviro400H hybrid double-decks.
- 417 (*Arriva London South-N*) (Clapham Common, Old Town & Crystal Palace) LBSL (QC) contract extended for 2 years.

Sat/Sun/Mon 28th to 30th August 2021: During this weekend, it is expected that the eastern and western arms of Aldwych will switch to two-way working, with the southern side closed to all traffic. Full details to be confirmed next month, with confirmation of the date and time of the switch in the September TLB.

Saturday 28th August 2021:

As well as the 507 and 521, various Central London routes are due to be subject to frequency reductions from this weekend, and from subsequent weekends. We know a few, suspect some others but we shall wait for full details once negotiations are completed between the operators and TfL. It is expected that the 113 will terminate at Marble Arch and the 159 to be curtailed at Oxford Circus, thus removing two routes from Oxford Street just like the Mayor wanted.

Some routes (including 35, 63 and 343 will have pre-covid running times restored). Once again, details will hopefully follow in the August TLB.

- 324 (*Metroline Travel-W*) (Brent Cross, Tesco & Stanmore Station) Extended daily from Stanmore Station to Centennial Business Park via London Road, Brockley Hill and Centennial Avenue.
- 507 (*Go-Ahead London General-RA/Q*) (Waterloo Station & Victoria Station) Renewal of LBSL (QC) contract using existing SEe-class BYD D9UR/AD Enviro200EV electric single-decks. Mon-Fri peak frequency reduced from x3-4 to x7½mins, Mon-Fri daytime from x6 to x7½mins, Saturday, Sunday & evenings unchanged at x12mins.
- 521 (*Go-Ahead London General-RA/Q*) (London Bridge Station & Waterloo Station, Mo-Fr) Renewal of LBSL (QC) contract using existing SEe-class BYD D9UR/AD Enviro200EV electric single-decks. Mon-Fri peak frequency reduced from x2-3 to x5mins, Mon-Fri daytime remains at x10mins.

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

Bank Holiday Monday 30th August 2021:

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

Saturday 4th September 2021:

- 49 (Clapham Junction, Northcote & White City, Bus Station) LBSL (QC) contract awarded to *London United* using new BCE-class BYD/E400EV electric double-decks from Shepherd's Bush (S) garage, in due course. Likely to be operated by other double-decks, also due to awaiting some roadworks. (*see vehicle news, also next TLB for an update.*) Currently operated by *Abellio* using AD Enviro 400H hybrid double-decks from Battersea (QB) garage. The vehicles displaced at Abellio will be used to complete conversion from diesel to hybrid buses on routes 156 and 345.
- 114/= (*Metroline West-UX*) (Mill Hill Broadway Station & Ruislip Station) LBSL (QC) contract extended for 2 years.
- 117 (West Middlesex Hospital, Main Entrance & Staines, Bus Station) LBSL (QC) contract awarded to *London United* using existing MCM-class Mercedes Citaro diesel single-decks from Hounslow (AV) garage. Currently operated by *Metroline Travel* using DE-class AD E20D Enviro 200 diesel single-decks from Brentford (AH) garage.
- 140/= (*Metroline Travel-HD*) (Heathrow Airport Central & Harrow Weald Garage) Renewal of LBSL (QC) contract using existing VWH-class Volvo B5LH Wrightbus hybrid double-decks.
- 182 (*Metroline Travel-HD*) (Harrow Weald, Oxhey Lane & Brent Cross, Shopping Centre) Renewal of LBSL (QC) contract using existing VWH-class Volvo B5LH Wrightbus hybrid double-decks.
- 183/= (*London Sovereign-SO*) (Pinner, Love Lane & Golders Green Station) Renewal of LBSL (QC) contract using new BCE-class BYD/E400EV electric double-decks in due course.
- 203 (*London United-AV*) (Hounslow, Bus Station & Staines, Bus Station) LBSL (QC) contract extended for 2 years.
- 251 (*London Sovereign-BT*) (Arnos Grove Station & Edgware Station) LBSL (QC) contract extended for 2 years.
- 340 (*Arriva London North-AD*) (Edgware Station & Harrow, Bus Station) LBSL (QC) contract extended for 2 years.
- 398 (*London Sovereign-SO*) (Ruislip Station & Wood End, Lillian Board Way) Renewal of LBSL (QC) contract using new BME-class BYD/E400EV electric single-decks in due course.
- 467 (*London United-TV*) (Epsom, Town Centre & Hook, Kingston by-Pass; SDO jnys to/from Hinchley Wood School, also Epsom General Hospital) Renewal of LBSL (QC) contract using existing ADE-class AD E40D Enviro400D diesel double-decks.
- 608 (*Go-Ahead Blue Triangle-RR*) (Gallows Corner, Straight Road & Shenfield School SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 646 (*Go-Ahead Blue Triangle-RR*) (Noak Hill, Tees Drive & Cranham, Moor Lane SDO) Renewal of LBSL (QX) contract using existing SE-class AD E20D Enviro200D diesel single-decks. Revised timetable to cater also for withdrawal of route 648.
- 652 (*Go-Ahead Blue Triangle-RR*) (Rainham, Abbey Wood Road & Upminster Station SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 656 (*Go-Ahead Blue Triangle-RR*) (Gallows Corner, Tesco & Emerson Park School SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 679 (*Go-Ahead Blue Triangle-RR*) (Goodmayes, Lord Napier & Woodford Wells, Bancroft's School SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.
- 686 (*Go-Ahead Blue Triangle-RR*) (Romford, St.Edward's School & Harold Hill, Dagnam Park Square SDO) Renewal of LBSL (QX) contract using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks.

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

Saturday 4th September 2021, continued:

- 690 (Norwood Garage & Earlsfield, Burntwood School SDO) LBSL (QX) contract awarded to *Go-Ahead London General* using existing EH-class AD E40D Enviro400D or WHV-class Volvo B5LH/Wright hybrid double-decks from Plough Lane (PL) garage. Currently operated by *Arriva London South* using T-class AD Enviro 400 diesel double-decks from Norwood (N) garage.
- 697 (*London United*-HH) (Hayes, Lansbury Drive & Ickenham, Douay Martyrs School SDO) Renewal of LBSL (QX) contract using existing ADE-class AD Enviro400 diesel double-decks.
- 698 (*London Sovereign*-CP) (West Drayton Station & Ickenham, Douay Martyrs School SDO) Renewal of LBSL (QX) contract using existing VHR-class Volvo B5LH Wrightbus SRM vehicles.
- H9/H10 (*London Sovereign*-SO) (Northwick Park circulars, *H9 via Kenton, Rayners Lane, H10 via Rayners Lane, Kenton*) Renewal of LBSL (QC) contract using new BME-class BYD/E400EV electric single-decks in due course.
- H11 (*London Sovereign*-SO) (Harrow, Bus Station & Mount Vernon Hospital) LBSL (QC) contract extended for 2 years.
- X140 (Heathrow Airport Central & Harrow, Bus Station) LBSL (QC) contract awarded to *London Sovereign* using new BCE-class BYD/E400EV electric double-decks from Harrow (SO) garage, in due course. Also, some off-peak journeys are planned to be operated by VHR-class Volvo B5LH Wrightbus SRM vehicles, cross-linked from route 698 for (eventual) charging spares. Currently operated by *Metroline Travel* using VWH-class B5LH Volvo/Wrightbus hybrid double-decks from Harrow Weald (HD) garage.

SERVICE PROPOSALS

A new proposal was announced by Westminster City Council and the Crown Estate on 16th June to “transform” Oxford Circus into pedestrian-friendly piazza which will effectively block the junction, itself recently receiving an “X” diagonal pedestrian crossing, with buses and taxis only running across the junction from north to south. The leader of the council said: “We want to bring the excitement and buzz back to these famous streets”. Starting later this year using temporary traffic orders, and to introduce different one-way street configurations, the scheme is planned to be made permanent during 2022. Whilst recent plans to completely pedestrianise Oxford Street were rejected, it is hoped this scheme will encourage more footfall post-pandemic and tie in with the hoped-for opening of the Elizabeth Line.

As far as bus routes are concerned, north-south routes via Regent Street **88/=, 453/= and N18** are unaffected, east-west routes **98, N98, 390/= and N207** will divert in both directions via Wigmore Street and Mortimer Streets; whether the full length or just to avoid Oxford Circus junction is not clear in the initial stages, though eventually the southern part of Cavendish Square will be made two-way, so eastbound will be routed via Holles Street, Cavendish Square, Great Castle Street and Great Portland Street, and westbound via Great Portland Street, Margaret Street, John Prince’s Street to Oxford Street. Initially, routes **94/= and 159/=** should be diverted to run via Regent Street, but whether via Wigmore Street or via the 139 routeing to and from Oxford Street is not clear but see later.

In the ‘permanent’ stage, the terminating routes will be ‘tidied up’ as follows: Routes from the east: **55, 73, N8, N25, N55 and N73** will terminate via Great Portland Street, Margaret Street, Regent Street and Great Castle Street; routes from the west: **7, N7 and N137** will terminate via Holles Street, Cavendish Square (south side), John Prince’s Street and Oxford Street; routes from the south: **12, N3, N109 and N136** will terminate via Regent Street, Margaret Street, John Prince’s Street and Great Castle Street. Finally, route **22 and N22** will terminate on the south side of Hanover Square and will no longer cross Oxford Street.

The proposal is light on the actual bus proposals, so I hope I’ve interpreted these OK, but in any case, they will be confirmed when they actually happen. Under “Transport FAQs” and in the diagrammatic maps it is clear that routes **94/= and 113/=** no longer feature and it is assumed these are cut back to Marble Arch or Portland Place, and **159/=** is shown as terminating at Oxford Circus. These, plus any changes to the Night route network will have to be subject to TfL consultation as well, certainly an extension of route **N109** to Marble Arch has been considered in the past.

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

Meanwhile further TfL consultations have been announced. Route **648** was proposed for withdrawal and route **646** was to be reduced from 3 to 2 trips, serving The Coopers' Company and Coborn school at St. Mary's Lane, Cranham, with TfL saying usage was low. 68 responses were received, plus stakeholder comments from the LB of Havering. 38% objected, with "concern that reducing service provision will result in crowding on other routes at a time particularly affected by Covid-19." Nevertheless, the changes are going ahead with route 648 withdrawn at the end of the Summer Term, and a new contract for route 646 starting for the new term.

Although a consultation for the extension of route **324** from Stanmore to has yet to be published by TfL, the need to register the extension prompted the Herts CC "Intalink" website to publish a start date of 28th August. Both 324 and 646 are listed in service changes above.

A new consultation was opened on 5th July with a closing date of 30th July 2021. The proposal is to extend route **633** from Beddington Church via Hillier's Lane, Beddington Lane direct (missing the call at Beddington ASDA) then via route 463 to terminate at Pollards Hill, South Lodge Avenue.

A "Review of bus services in Waltham Forest" was published, dated April 2021. This consists of a number of ideas and subject to funding and further discussion, but based on pre-Covid usage and future demand. No consultation has been issued yet. The main changes being considered are a swap of Walthamstow terminals with **W12** re-routed to Argall Avenue and **W19** to Coppermill Lane. Splitting route **W15** into two sections was considered but dropped at the recent tender award. This would have involved W15 running from Cogan Avenue Estate to Leyton, Downsell Road and a new **W17** from Hackney Town Hall to Whipps Cross Hospital, the overlap being 'paid for' by a frequency reduction on W17. Route **385** gets several re-routing options: either via Middleton Avenue or Cherrydown Avenue instead of part of Waltham Way, Maida Avenue or College Gardens in place of Kings Head Hill and Connaught Avenue instead of Station Road, Chingford.

Member Haydn adds that the Greenford proposal for route **92** noted below has received several delays owing to a change of Ealing Council's leader and slow take up of the new housing development.

Finally, the Aldwych scheme is progressing with works in place to switch the eastern and western arms of Aldwych to two-way working. Westminster City Council say "During a long weekend in late August, Strand and Aldwych will be closed to traffic to facilitate the switch of Aldwych to two-way traffic and the closure of Strand (the southern arm) to create the new public space." Which suggests the August Bank Holiday, but again, TfL have yet to state the results of their consultations, which were in TLB674. Hopefully, confirmation of the changes next month!

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

TLB665 p10: 92 re-routed in Greenford.

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

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

TLB675 p13: 414 withdrawn north of Marble Arch.

TLB675 p13-14: Sutton/Croydon changes.

TLB683 (as above): Oxford Circus junction closed to East-West Traffic, 633 extended to Pollards Hill.

Other more minor examples involve road layout changes.

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

FORTHCOMING CHANGES IN BRIEF

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

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

CR7 = Contract renewed for 7 years. All dates and all details are subject to alteration or deferment.

The * suffix = award specified new buses; the # suffix = award specified part new bus allocation. Not all award dates will be necessarily the same date that new buses are introduced.

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

18th Sep 21: CR on 160/660* (Arriva LN to Stagecoach Selkent), CE+2 on 137/N137 (Arriva LS), 199/N199 (Stagecoach Selkent), 276, 376, D7 (G-A Docklands), D3 (Stagecoach East London).

2nd Oct 21: CR on 132/=* (G-A L.Central), 148/= (London United), 180# (G-A L.Central to Stagecoach Selkent), 290* (Abellio to London United), CE+2 on 1/N1, 42, 108/=, 185 (G-A London Central), 346 (G-A Blue Triangle), 450 (Arriva LS).

9th Oct 21: CR on 332 (Metroline Travel), P13 (Abellio), CE+2 on 16/N16, 32, 107, 189/=, 316 (Metroline Travel), 21/N21, 321, P12 (G-A London Central), 381/N381 (Abellio).

16th Oct 21: CE+2 on 279/N279, W3/= (Arriva LN).

30th Oct 21: CR on 645 (Arriva LS).

6th Nov 21: CR on 313 (Arriva LN), CE+2 on 221 (Arriva LN).

13th Nov 21: CR on 63/N63 (G-A London Central to Abellio). CE+2 on 38/N38 (Arriva LN), 363 (G-A London Central).

20th Nov 21: CR on 414 (Abellio to Tower Transit), CE+2 on 14/=, 39, 74/N74, 430 (G-A London General), 436 (G-A London Central), H20, U7 (Abellio).

26th Nov 21: CE+2 on W19 (HCT Group).

4th Dec 21: CR on 413 (G-A Metrobus), 655 (G-A London General to London United), CE+2 on 152 (G-A London General), 157 (Arriva LS).

1st Jan 22: CR on 624/658, 625 (G-A London Central), CE+2 on U9 (Abellio).

8th Jan 22: CR on 235* (Metroline Travel to London United), CE+2 on 237 (Metroline Travel), H26 (Abellio).

15th Jan 22: CR on 273 (Stagecoach Selkent).

22nd Jan 22: CR on 696 (L.United to L.Sovereign), CE+2 on 133/N133, 333 (Arriva LS), 360 (G-A London Central), 380 (Stagecoach Selkent), 388 (HCT Group).

29th Jan 22: CR on 125* (Metroline Travel to L.Sovereign), 234 (Metroline Travel), CE+2 on 9/N9 (London United), 59 (Arriva LS), 89/N89 (G-A London Central), 476 (G-A London General).

5th Feb 22: CR on 298, W9 (Sullivan).

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

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

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

CE+2 on 58 (Tower Transit), 97, 215, 238/= (Stagecoach East London), 101 (G-A Blue Triangle), 309 (HCT Group), 325 (Arriva LN), W11, W12 (HCT Group).

12th Mar 22: CR on 549 (Stagecoach East London to Sullivan Buses), 667 (G-A Blue Triangle to Stagecoach East London), 677 (Stagecoach East London to G-A Blue Triangle), CE+2 on 167 (Stagecoach East London), 379 (G-A London General), W13 (HCT Group).

19th Mar 22: CR on U5* (Abellio).

26th Mar 22: CE+2 on 362, 462 (Stagecoach East London).

2nd Apr 22: CR on 13/= (Tower Transit), 432 (G-A London General to Arriva LS), CE+2 on 2/N2, 19/N19, 249 (Arriva LS), 113/N113 (Metroline), R1/R11, R2, R3, R4, R6, R8 (G-A Metrobus).

9th Apr 22: CE+2 on S3 (London United).

16th Apr 22: CE+2 on X26 (G-A Metrobus).

30th Apr 22: CR7 on 322*, 350 (Abellio), CE+2 on 236 (Tower Transit), 394 (HCT Group), P4 (Stagecoach Selkent).

21st May 22: CR7 on 433* (Abellio), CE+2 on 464 (Abellio).

OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS IN LONDON

Further to the news on the Bedfont Lakes service, operated by **London United** (see TLB680/682) it is possible the services may restart later this summer, but we will have to wait details until this happens. To confirm last month's TLB, **Go-Ahead London Commercial** operated 840 shuttle services for Wimbledon Tennis from 28th June to 11th July, except Sunday 4th July.

To "celebrate lockdown ending" 77x services return for the Summer Holiday and will run from Kingston at 08:45, or Sutton from 08:30 for the 779 to Portsmouth on various dates from 25th July until 29th August. These are only on a pre-booked basis, so no turn up and go facility. These will be subject to social-distancing regulations being fully relaxed and to a 'viable' load being reached. Existing destinations such as Brighton (774/775), Eastbourne (775), Hastings (777) and Margate (776), Bournemouth (778) return and include new destinations including Portsmouth & Southsea (779) and Broadstairs (776). New excursions, offered on individual Saturdays in August, include Chichester, West Wittering and the Downland & Weald Museum, (771), Lewes & Drusillas Zoo Park (772) and Windsor and Legoland (773).

Full details and booking at www.goaheadlondon.com/events-and-hire/events/great-days-out.

DIVERSIONS, DEVIATIONS AND DISRUPTIONS

Central: Further to the report in TLB679, the water works in Eversholt Street have been protracted and have been extended to 23rd July, so route **168** remains on diversion and **253** remains curtailed at Mornington Crescent.

South: From 23rd June to 2nd July, owing to a sewer collapse in Wellesley Road (slip road), junction with Dingwall Avenue routes **154/=, 166, 194, 367 and 403** were curtailed from West Croydon Bus Station to Fairfield Halls arriving via Barclay Road, Addiscombe Grove, Addiscombe Road and George Street for route 154 with others curtailed to Katharine Street, starting at Park Lane. Thanks to Peter for the report. Member Martin also reported this and advised of several overnight works in the area. From 30th June to 3rd July, overnight from 20:00 to 05:00 Cheam Road/Sutton Park Road in Sutton were being resurfaced. Routes **151, 213, 413 and X26** were diverted westbound via Sutton Park Road, Cheam Road, St. Nicholas Way, Crown Road, Collingwood Road, Oldfields Road, St Dunstan's Hill to High Street, with 413 via Gander Green Lane. Eastbound, they diverted via St. Dunstan's Hill, Oldfields Road, Collingwood Road, Crown Road, High Street, Marshalls Road, Throwley Road to Carshalton Road. Martin says he saw an X26 westbound operating via Brighton Road and Belmont Rise. Unfortunately, I have been unable to verify whether other routes were affected on the same days, but to compound the works, a burst water main along Carshalton Road from 3rd to 11th July meant that routes **407 and X26** were diverted via Benhill Avenue and Lind Avenue in both directions, navigating the Sutton Town gyratory to gain correct line of route. Finally, from 5th to 9th July route **407** is diverted overnight via Hillbury Road, Tithepit Shaw Lane, Limpsfield Road, Mitchley Hill, Mitchley Avenue and Downs Court Road. This long diversion was in conjunction with roadworks on Godstone Road, Purley.

South-East: From 18th to 28th June, owing to an electrical fault in Grovebury Road, Abbey Wood, route **469** was diverted in both directions via Harrow Manor Way (including double run to Eastern Way towards Erith) and Sewell Road. From 20th July to 25th July, route **108/=** is diverted southbound via Tower Bridge during overnight work in Blackwall Tunnel. On Sunday, 25th July, the service will be split between Stratford International & Canning Town and North Greenwich & Lewisham. The route service has indeed also been regularly diverted overnight northbound via Tower Bridge on Saturday nights, but overnight from 06:00 on 13th June, Tower Bridge was closed as well, so the first journeys on route 108 were further diverted via London Bridge. That is some diversion! Thanks to Kris who advised on this. From 5th July until 3rd September, owing to road works in Ryan Close, Kidbrooke Village, routes **178, 335 and B16** are diverted in both directions via Ottery Drive.

South-West: From 6th to 12th July, owing to the Hampton Court Flower Show, route **R68** was curtailed daily from Hampton Court Station and Hampton Court Green.

West: To confirm the happenings at West Drayton Station from TLB682, local member Chris was able to verify that buses on routes **222/=, 350, 698, U1, U3 and U5** returned to serving the station stops on the Yiewsley side on 11th June 2021, after a gap of just shy of 18 months. There were still hoardings in evidence, but this was for the refurbishing of the station subway and the connection with the new entrance to the station, which should have opened on 14th June, but was delayed until 21st June. TfL also says that 1st July should see the station car park reopened when hopefully all the works at West Drayton station will finally have been completed. From 19th June to 1st November, owing to water works on Colnbrook By-Pass, routes **81 and 423** are diverted eastbound via Stanwell Moor Road and Colnbrook By-Pass instead of Bath Road. From 5th July until 3rd Oct 2021, owing to cosmetic works in Blyth Road, Hayes route **U5** is curtailed from Clarendon Road and Hayes & Harlington station.

North: From 3rd to 25th July, owing to a gas leak in St Paul's Road, Highbury & Islington, routes **4, 19 and N19** are diverted northbound via Holloway Road, with route 4 not serving Finsbury Park, and 19 and N19 continuing to Finsbury Park via Seven Sisters Road. Routes **30 and N277** are diverted eastbound via Essex Road, not serving Highbury. Route **393** is diverted eastbound via Seven Sisters Road, Blackstock Road and Highbury Grove. Route **263** is curtailed at Holloway, Nags Head.

North-East: From 21st to 25th June, owing to a burst water main in Manford Way, Hainault, route **462** was diverted in both directions via Bocket Way and The Lowe. Thanks to Graham for the report.

East: From 26th June to 6th September, owing to water works in Star Lane, Canning Town, route **276** is diverted in both directions via Manor Road and Barking Road.

COUNTRY AREAS - ROUTE DEVELOPMENTS

Section editor: David Stewart, 5 Kathleen Avenue, Wembley, HA0 4JH or by e-mail to davestewart297@gmail.com This section is set out in adjacent geographical areas anti-clockwise around London from Tilbury to Gravesend, and covers all local bus services of all operators running outside the Greater London County, but within the traditional LT/LCBS "London Country" area.

West and South ESSEX, including THURROCK

720 (*Arriva KT*) (London & Stansted) never started and has now been formally deregistered.

Sunday 11th April:

37 (*First Essex*) (Warley & Bishop's Hall Estate, Daily) M-F restored to x15min, Sat x20, Sun x2hrs. More journeys now beyond Brentwood Station through to Warley.

100 (*First Essex*) (Chelmsford & Lakeside, Daily) M-F service restored to x15min, Sat x20, Sun x30. From Sunday 16th May there were more minor timing adjustments.

350/351 (*First Essex*) (Chelmsford & Brentwood/ Warley, Daily) M-F & Sat restored to x30min, Sun still x2hours. More journeys now beyond Brentwood Station through to Warley.

(Note that the 37 and 350/351 vehicles interwork operationally at Warley).

Monday 7th June:

Z2 (*Ensignbus*) (Canning Town & Tilbury Amazon, Daily) Minor timing changes. A review of the service levels:- Morning Daily (between 05:00- 07:45:- From CT to Amazon 9 jnys, from Amazon to CT 10 jnys. Evening Daily (between 16:50 - 20:00):- From CT to Amazon 11 jnys, from Amazon to CT 9 jnys. There are also a couple of odd jnys outside those times.

Monday 28th June:

73, 99 (*Ensignbus*) Minor timing adjustments to isolated M-F morning peak journeys.

Saturday 10th July:

339 (*London Bus Co*) (Epping & North Weald) Suspended after Saturday 22 February 2020, the service resumed on 10th July. RCL 2260, RMA 48 and RF 401 did the honours! It will continue to operate on days when the Epping Ongar Railway is open.

Monday 26th July:

381 EssexCC contract re-tendered from *Ugobus to Vectare*, Mon-Sat Harlow Bus Station via Roydon, Broadley Common, Epping Green, Epping High Street, Bell Common, Ivy Chimneys, Centre Drive, Bower Hill, Fiddler's Hamlet to Coopersale Common, The Piazza.

418 EssexCC contract retendered from *Central Connect to Stephenson's of Essex*: Mon-Sat Epping, St Margaret's Hospital vis Epping Town and Station, Theydon Bois, Abridge, Debden to Loughton Station. Please note that the 418B (M-S evgs & Suns). Harlow Bus Station to St Margaret's Hospital then as daytime 418 to Loughton Station is a separate contract. That is in two parts, one the evening and the other the Sunday services, both of which stay at Central Connect.

Tuesday 31st August:

575 (*Go-Ahead London*) (Harlow & Romford, M-F) Withdrawn (thus last day Fri 27th).

804 (Debden Broadway via Loughton to Chigwell, West Hatch School, SDO) EssexCC contract service transferred from *Go-Ahead London to Stephenson's of Essex*.

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

HERTFORDSHIRE and southern BEDFORDSHIRE

Diversions at Bovington and Boxmoor: 16-19 April Green Lane in Bovington was closed so Carousel 1/1A just missed out Green Lane and Bovington High Street. 4-5 May the road between Bovington and Chipperfield was partly closed, so Vale Travel 352 diverted between Kings Langley and Apsley, thus missing all of Bovington and Hemel Railway Station. 6-7 May emergency roadworks by Hemel Rail Station meant diversions affecting 352, 500 and Carousel 1. By 27 June buses between Town and Station were diverting via St John's Road and Fishery Road.

On Sunday 13th June Arriva 302 had to divert between Maylands Avenue and St Albans via A414, a bit of the M1 and A5183. It may have been doing this on other Sundays but was normal on 27th June.

Monday 1st March:

306 (*Sullivan Buses*) (Borehamwood & Watford, Daily) Revised Daily timetable. There was a further revision to M-F timings from Tuesday 21st April.

Saturday 17th April:

951 (*Sullivan Buses*) (Watford & Thorpe Park via Rickmansworth and Denham) Reinstated on M-F school holidays, also on Sats and P/Hols when Thorpe Park is open. Having said that, a further change was effective from B/Hol Monday 31st May (first day of half-term) with a full Mon to Sat (including all NSD and SDO weekdays) operation to the end of the school summer holidays. There is a "guaranteed connection" via the 306 between Borehamwood and Watford.

School duplicates: From 14th June three of Arriva's school-bus duplicates in the Waltham Cross area - on S66, S251, S310 - were sub-contracted to Travellers Choice coaches. This coincided with the move of four buses from Ware Garage to Maidstone. At Hemel the S320 was being covered by Club Cymru.

Monday 21st June:

33 (*Grant Palmer*) New works service registered, (probably 'closed') Mon-Sat: Luton Interchange & Amazon Distribution Centre (near Dunstable) via Halfway Avenue and Amazon Ridgmont.
89 (*Centrebus*) Although not listed as reduced, it is now listed as back to pre-Covid times. In any case the timetable on company website on 30June21 remains unchanged as per pre-Covid times.
314, 315 (*Centrebus*) Reverted to normal pre-Covid times, 314 M-S, 315 M-F peaks.

Nominal date of 'by 21st June': (the last Centrebus routes to revert to normal)

19 (Luton), 230, 231 (*Centrebus*) As at 30th June, these are still listed as reduced on company website but the timetables on the same website shows that the pre-Covid timetables as current.
96/96A (*Centrebus*) Reverted to normal pre-Covid times, thus the Saturday service is reinstated, so possibly on 19th, more likely 26th? Website shows 'normal service' but no resumption date has ever been quoted and HertsCC (who 'own' part of route) still (at 3rd July) has it suspended.

Friday 2nd and Sunday 4th July:

A rare mention of Dacorum CVS now, with restoration after suspension (no date ever recorded) during the pandemic of two services: 207 (Fris) Long Marston & Hemel Hempstead and 212 (alternate Suns) Gadebridge Park&Ride site & Woodwells Cemetery.

Sunday 18th July: 748/758 (*AtS*) (Hemel & London) Revised timetable at peak periods plus reinstated (after long-term suspension) daytime off-peak and Saturday journeys.

Monday 9th August: 61/61A, 62/62A, 164 (*Red Eagle*) See Bucks notes below.

Sunday 15th August: Stevenage town 1,2,3,4,5,6,7,8,9,40,50, also 55, 97/98, 100/101, 301, 856 (Arriva KT routes at Stevenage garage) The current 'covid-19' timetables will be made permanent.

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

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

Monday 14th June:

50 (Z&S) (The Horwoods/ Winslow & MK, M-S) Restored to normal M-S timetable.

Monday 21st June:

K1 (Z&S) (Aylesbury & Kingsbrook) Extended within Kingsbrook to Armstrong Fields. Frequencie M-F peak x40, M-F offpeak x30 (so as to use just one bus), Sats x60.

Saturday 17th July (to Saturday 4th September):

Arriva (AtS) is advertising a Saturday only service from Aylesbury along the A41 to Bicester Village. No idea yet of service number or frequency. ****HOLD**** Route number? ****** freq 4 jnys each way.

Saturday 31st July:

17 (*Red Rose*) Reintroduction of this service, Mon-Sat, more-or-less hourly: Aylesbury via the A41 through Waddesdon and Kingswood and Bicester's southern by-pass to Bicester Village and Bicester Town Centre. One am SDO jny operates from Bicester Town via Launton, Marsh Gibbon, Edgcott, Grendon Underwood, Kingswood, Waddesdon (incl. the School) to Aylesbury. One pm SDO journey operates a return. These SDO jnys will begin at the September term.

Sunday 1st August:

17 (*Red Rose*) (Fairford Leys & Buckingham Park and Watermead via Aylesbury, Sundays, hourly) Renumbered 1A. As can be seen above, the 17 number is re-used for a route that last ran in 2017 but 1A now matches the Mon-Sat route 1 that serves Fairford Leys to Aylesbury.

Monday 9th August:

61 (*Red Eagle*) (Aylesbury & Dunstable, ASDA, M-S) Frequencies on M-F and Sat similar to the restoration of service levels from 8th March 2021 (M-F 8 jnys, Sat 7 jnys through to Dunstable) but with minor tweaks for running time.

61A (*Red Eagle*) Also similar to 8th March but worth a review. Four SDO jnys: (a) One SDO am jny Aylesbury via Bedgrove, Wendover, RAF Halton, Tring and via 61 to Dunstable (this replaces a standard 61 on SDO); (b) One SDO pm jny M/W/Th/F from Wendover via Bedgrove to Aylesbury (on Tues, you use a Red Rose 55)

(c) One SDO am jny Cheddington Green via Ivinghoe, Pitstone and via 61 to Aylesbury (including Aylesbury Schools); (d) One SDO pm jny via the (c) am jny from Aylesbury to Cheddington Green; The bits of (c) and (d) between Ivinghoe and Cheddington is new, as the journeys formerly (at 8th March) instead went to Marsworth.

62 (*Red Eagle*) New Mon-Sat route replacing 164 but with a more regular frequency and co-ordinated with 61 to a x30min service Aylesbury to Tring and New Mill. What is different to 164 comes after New Mill. Route: Aylesbury via Tring, New Mill, then a one-way loop via Marsworth, Pitstone, Cheddington, Long Marston, Gubblecote, Wilstone, New Mill and Tring back to Aylesbury. One 62 journey each way diverts on SDO via Mortimer Hill to serve Tring School.

62A (*Red Eagle*) New SDO route: (a) One SDO am jny from Gubblecote via Long Marston, New Mill to Tring School and Tring Town. (b) One SDO pm jny Tring Town (for School) via New Mill, Wilstone, Gubblecote, Long Marston to Cheddington Green.

164 (*Red Eagle*) (Aylesbury & Cheddington loop, M-S) Withdrawn.

SURREY and northern parts of WEST SUSSEX:

Thursday 8th April:

950 (*Sullivan Buses*) (Staines & Thorpe Park) Reinstated on days when Thorpe Park is open. (See Herts section above for 951 from 17th April).

Monday 7th June: 42, 43, 62, 89 (*Compass Bus*) Very minor timing adjustments to isolated journeys.

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

Saturday 24th July:

Network and timetable revisions by Southdown PSV.

236, 594, 595, 609, 610, 657, 694, 695 No changes. 485 one minor timing change.

- 324 (Cophthorne & St Bede's School and Reigate College, SDO) Diverted in Horley to also serve Hookwood. Now starts back from Cophthorne Church at the Duke's Head.
- 357 (Selsdon & Reigate, M-F, also Redhill & Reigate, Sats) Route withdrawn, most covered by extension of the 411 but the Redhill- Reigate section replaced by a re-route of 422/424. The section of 357 via Godstone Road between Whyteleafe Station and Caterham Station is not replaced.
- 409 (Selsdon & East Grinstead, M-S) Minor timing changes on Mon-Sat. However a new hourly Sunday daytime service added between Warlingham Sainsbury's and Caterham Station with two journeys each way projected to Godstone and Lingfield, the latter being effectively driver changeover trips.
- 410 (Redhill & Hurst Green, Daily) Minor timing changes. The Sunday service increased from every two hours to hourly.
- 411 (Caterham Station & The Village, M-F) This tiny shuttle service in Caterham withdrawn as such. A totally new 411, also M-F only is introduced. Start at Warlingham Sainsbury's plus two am peak and two pm journeys projected to Chelsham Common (with one each am+pm onward to Selsdon). Then via Westhall Road, Whyteleafe Station, Buxton Lane, (paralleling the 409), Banstead Road, The Village, Caterham-on-the-Hill, double-run down to Caterham Station and back, then via former 357 via Chaldon, Merstham, Gatton Park Road, Colesmead Road, Redhill Bus Station, Hatchlands Road, Reigate Road, Rushworth Road (for Reigate Collage) and to the Reigate one-way system to terminate at Reigate, Red Cross.
- 422/424 (Redhill & Crawley, M-S) Revised routes but withdrawn between Manor Royal and Crawley. On Mon-Sat they run as 'sort-of-circulars', each hourly.
- 422 Redhill via Timperley Gardens, Wray Common, Reigate, then as before via Mead Vale, Woodhatch, Horley, then a loop via Cheyne Walk, Gatwick Airport (A23) to Manor Royal, Shipley Bridge, Cophthorne Church, Smallfield, Horley, then back via Woodhatch to Mead Vale but then via East Surrey Hospital to Redhill.
- 424 does the reverse: Redhill via East Surrey Hospital, Mead Vale, Woodhatch, Horley, then the opposite loop, this time out via Smallfield, back via Gatwick to Horley. When arriving at Mead Vale it does the reverse of 422 via Reigate and Timperley Gardens to Redhill.
- There is a new hourly Sunday service but it doesn't serve Reigate. It runs as a 424 out from Redhill via East Surrey Hospital, Mead Vale, Woodhatch, Horley, Smallfield to Cophthorne Church. Then it comes back as a 422 but as per the outward 424 via Smallfield, Horley, Woodhatch, Mead Vale, East Surrey Hospital to Redhill.
- 524 (Crawley & St Bede's and Reigate Collage ,SDO) Withdrawn.
- 603 New SDO route: Reigate, Red Cross via Wray Common, Gatton Park Road, Merstham, Chaldon, Caterham-on-the-Hill, Caterham Station, Godstone to Oxted School.
- 658 New SDO route: Warlingham Sainsbury's via Westhall Road, Whyteleafe, Godstone Road, Marden Lodge School, Caterham Station, Caterham-on-the-Hill, Chaldon, Merstham to St Bede's School and via Wray Common to Reigate Collage.

North and west KENT:

Sunday 1st August: (Kent CC re-tendering)

D1 (West Dartford Circular, M-S) and

D2 (Temple Hill circular, M-S) KCC contract retained by Go-Coach.

311 (Lower Higham & Meopham School, SDO) From Go Coach to First Bus Stop. This is strange as the 311 journeys have been integrated with 416/417 for several years.

416 (Gravesend & Meopham via Shorne, M-S) and

417 (Gravesend & Cliffe via Shorne, M-S) KCC contract retained by Redroute Buses.

474/475 (Greenhithe & Longfield circulars, M-S) KCC contract retained by Go-Coach.

PUBLICITY NEWS

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TfL Rail's Covid adaptations are outlined in **“Let’s Keep Safe Together”**, an undated white four page slimline. Inside ‘Seven smart steps to travel safely...’ are arranged around a circular diagram. The only reference to TfL Rail is found on the rear cover message ‘Get back to school safely with TfL Rail.’

The December 2020 edition of **“Colour large print Tube map”** has finally appeared using the yellow cover for accessible guides. Inside it is exactly the same as its smaller ‘Tube map’ cousin reviewed in TLB679.

An extract of the December 2020 ‘Tube map’ can be found in the January 2021 **“A guide to using Docklands Light Railway.”** The multifold slimline features an arty cover photo showing two trains crossing each other on viaducts. Inside a brief overview of the network is accompanied by narrative about ticketing, safety, accessibility, the Community Ambassadors and ‘Back on Track’ travel training scheme. When closed the rear cover has a network map. Surprisingly Covid is not mentioned once in the leaflet.

“Cycling and walking improvements between Greenwich and Woolwich” is a nineteen page A4 document stapled in the top left corner. Printed on glossy paper, it uses the ‘Have your say’ format to outline proposals. Thirteen pages provide an overview of the scheme with more specific details about nine different sections, some accompanied by computer generated imagery of the finished proposals. The remaining six pages are a questionnaire, two of which are for Equalities monitoring data. Whilst undated, the deadline for comments was 16 February 2020.

A smiling couple taking a selfie on the top deck of an open top bus can be found on the cover of **“London Sightseeing Bus Tours”** from RATP. The undated multifold slimline carries the new ‘TootBus’ branding now used on RATP’s sightseeing operations. Opened fully, a map shows a solitary circular ‘Yellow Route’ stretching from Marble Arch to Tower Bridge via the capital’s key sights, accompanied by details of the eight stops. Given the current uncertainty about ‘unlocking’ it offers no clues to timings or frequencies. The leaflet also promotes a forty-five minute non-stop ‘Kids Tour’ and ‘London Bar Bus’, plus the company’s Windsor operation. Reflecting RATP’s ownership is a French tricolour alongside the Union Standard on the cover.

Competing for passengers over exactly the same route is **“City Sightseeing London”**, heralding the re-entry of Julia Travel to the capital’s sightseeing market. An appropriately liveried Ayats Bravo double-decker can be found on the cover of the multifold slimline which unfolds to show the route map on one side. The reverse has a range of adverts, including for Megabus which reflects Stagecoach’s operation of the service. In common with the RATP item above there is no timing or frequency information for the bus but does have this information for the river cruise operated by City Cruises which is included within the ticket price. Whilst undated, the inclusion of Covid safety measure will aid future historians!

Published in May 2019, **“All change at Waterloo”** is an eight page A5 booklet from Go-Ahead with white text on a blue cover. Laid out in landscape format it has text and illustrations outlining how Waterloo became an all-electric garage. Amongst the illustrations are garage maps showing the run-in and run-out schedule plans for electric bus parking. It appears to have been issued as an overview for other operators considering electric vehicle operation.

Streetdeck 162 headed for Grays Bus Station on route 22 adorns the cover of “**Thurrock Area Bus Times**” from Ensignbus. Issue 37, valid from 12 April 2021, has thirty-six A5 pages laid out in the usual format. A summary of key changes and frequency overview is followed by a network map and full timetables for each route, excluding routes Z2 and Z4, but including the Southend open top 68. This timetable is dated 17 April to 19 September and shows two morning and one evening positioning journeys from (morning) and to (evening) Lakeside. This timetable uses an attractive ‘sun rays’ format which is repeated on a full page advert for the service on the rear cover.

Horizontal pink and violet stripes on a purple background feature on the revamped cover of Uno’s “**Hertfordshire bus times**” valid from May 2021. The sixty-four page slimline book has a range of timetables plus a fold-out front cover showing the Hatfield network map. The county network and St Albans’ network both have a double page map. The full Hertfordshire network is also shown in a map occupying most of one side of “**Fabulous Days Out by Bus**”, a Summer 2021 multifold slimline featuring a picture of Hatfield House on the cover. The leaflet contains narrative and photos giving suggestions for day trips by bus, including Hertford, St Albans and The Galleria, plus Hatfield House.

Centrebus have revamped their publicity offering with the launch of “**Luton area**” valid from 10 May. The multifold slimline has an orange cover listing key destinations with yellow vertical band on the right hand side, all illustrated with drawings of two Enviro 200s and a photo of two people sporting pink face masks. When unfolded it has a colour coded ‘Luton area map’, supported by bus stop maps for the town centre and railway station, plus information about fares. The remainder of the leaflet is occupied by timetables for most Centrebus routes serving Luton. Despite serving the town and appearing on the map, timetables for routes 19, 44/45 and 88 are not provided. The same format is used for Centrebus operations in Leicester, with red replacing the orange for D&G guides in Cannock and Stafford, reflecting the common ownership of these operators.

Thames Valley’s “**your buses for Legoland**” has been published in connection with new route 700, but sensibly includes times between Windsor and Legoland on routes 702 and 703. It is dated from 29th May - 18th July & 6th October - 6th November so presumably a separate leaflet will be issued for the intervening period, when route 700 will operate daily.

White Bus’ Enviro E20D YY69TLX features on the covers of “**441**” valid from 19 September 2020 and “**446**” valid from 10 April 2021. Both are multi-fold slimlines providing a route map and timetable, with the latter also having narrative outlining the route’s highlights.

Celebrating the reopening with a brand new layout arranged during lockdown is the London Bus Museum’s “**Summer Gathering**” on 27 June. The four page A5 features a view of the revamped display hall on the cover, with a site map on the centre page accompanied by the day’s programme and times of six ‘bus tours’. On the reverse is a timetable for route 462 linking the museum with Weybridge.

New Sunday services are highlighted on the cover of “**Bus Times**” from Southdown. Valid from 24 July, the cover of the twenty page A5 book has a photo of Enviro 20D YX68URB. Inside a summary of changes, general information and fares precedes timetables for all routes, including school day only services. Each timetable has a simple line diagram, with area maps provided for Oxted & Caterham and East Grinstead, plus a full network map on the rear. Each timetable is illustrated with attractive colour photos of key locations along the route.

CURRENT VEHICLE NEWS

This section covers the current vehicle news (including initial disposals) pertaining to bus operators within the “TLB” area, roughly comprising the old LT/LCBS areas. All current vehicle reports to David Stewart at 5 Kathleen Avenue, Wembley, HA0 4JH (e-mail to davestewart297@gmail.com)

General news:

Although there are no big bus and coach shows in 2021 for the second year, one event was the ‘ITT Hub’ at Farnborough on 30 June and 1 July where PSVs were included. The first of RATP’s big 2021 order for BYD/ ADL E400EVs, BCE 47030, was also present although it will be a long time before any from the order are in service. Meanwhile, 47030 remains with BYD at Iver.

Wrightbus re-christened its current product as the StreetDeck Hydroliner (HFC) and Electroliner (battery electric); the latter claims a quicker (2hr 45min) full charge than the E400EV (about 4hrs) and a range of 200 miles (E400EV about 160 miles). The Hydroliner on show was for NatEx West Midlands.

Other buses displayed included Switch (Optare) MetroDecker EV, MetroCity EV 10.8m plus a London spec. 8.7m B21F version. The latter is similar to the solitary vehicle ordered by Metroline for Potters Bar. Also an ADL E400ER for Ireland, Mercedes-Benz’s electric eCitaro and Caetano’s H2,City Gold HFC (see also Go-Coach section of this TLB for that one),

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

Recent refurb/ repaints include 8823.

Returned from loan (19th June): 8520, 8522 back in stock from loan to RATP.

Transfers: (June): 2462 GW/BC. 8520/22 --/TF. 9504/07-11 QB/QBu. 9533 BC/GW.

Livery changes:

LT 151 to advert for Sage Camden.

LT 158 to advert for Zapp.

LT 160 to advert for Vodafone.

Disposals: (June)

9505/07-11 to Go Coach, Sevenoaks, Kent.

ARRIVA LONDON (part of Deutsche Bahn)

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

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

Recent refurb/ repaints include DW 310, 311, 418, 420, 461, 469, 565, 570, 581, 583.

From the night of 13/14th June and late evening and night of 14/15/16th June two or three HTs from South Croydon (TC) were in use on route 264, the first time for the class. On 19th June Croydon’s HT 22 was on the 312, followed on 312 on 25th June by HT 28 and on 5th July by HT 24 on the 194.

Enfield’s LT 177 suffered an incident in early morning 15th April and has been covered by loans from Tottenham, e.g. LT 599 in April, replaced by LT 578 in June.

An oddity is DW 95, last used at Croydon (TC) as long ago at 7th November 2017. It remains in stock and stored at Edmonton, still bearing its reg VLT 295.

Just before Midnight on 9th June, HV 274 on route 123 and LT 227 on the N73 were involved in a collision with a BMW car. It would have been on Forest Road between Tottenham Hale and Bell Corner Walthamstow as that is the only place the routes are parallel. LT 227 was back in use on 24th June but HV 274 not until 2nd July.

Reinstated: DW 583 back from Arriva NW & Wales (June). In fact, the northbound trip on 28th April was to Bus and Coach World Blackburn (no doubt for repaint), but it visited ANW&W when it had problems. There are no plans to take DWs at ANW&W, but more Ts are likely to follow T 55 there.

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

ARRIVA LONDON, continued:

Transfers

(April): LT 177 E/Eu.

(June); DW 583 --/AR. ENL 18 DX/DXw. ENL 77 DTu/DX. T 54 AD/ECw. T 57 TC/CNw.

Livery changes:

LT 345 to advert for Gorillas.

LT 467 to advert for Ocado Boat.

LT 477 to advert for Ocado Tractor.

LT 519 to advert for Zapp.

LT 579 to advert for Sage Soho.

LT 594 to advert for Sage Boss.

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

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

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

Dart 1622 suffered a fire at Bluewater on 9th June and Dart 1559 (EU56 GVG) that had been loaned from Colchester to Guildford was then loaned to Northfleet to cover 1622. E200 4039 (GN09 AWM) was loaned from NF to CO.

Citaros 3892/93 had been sent from GF to GL but seemingly were not used there. Then 3892 went back to GF and 3893 to TW for some attention. More 'normal' loans continue between NF and GL with NF's 4060/61 and 4327/31/37 at GL still there during June. 6202/04 are now in use at NF. 4227 and 4229 remain on long term loan at GF although in this case it looks permanent.

In the lighter blue are 4227, 4229, 6200.

Into this area: 4227 (KX62 JRZ), 4229 (KX62 JUV) Optare Versa V1110 B37F -2013

Transfers (June): 1559 CO/NF. 1622 NF/NFu. 4039 NF/CO. 4227/29 --/GF. 6152 NF/MD.

Disposals:

E200 4039 from NF out of area to Colchester (June).

B7TL 6152 moved from NF out of area to Maidstone (June).

E200s LCA 6, 7, 8 to Dawson Rentals (June).

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

When new in 2016 (TLB625 p26), E40D 6489 at Ware was named 'Laura Trott' after the Olympic athlete who hailed from the local area. Later in 2016 she married so was no longer a 'Trott' but a 'Kenny' and moved away from the area. However, she kept Trott professionally and 6489 stayed with her name. At the time, it was said that they would urge people to recommend other locals for naming but very few namings followed. Those that did were named in 2017 but never reported. In 2021, we now have several reports, some from 2017 some maybe newer.

Those noted are 6486 'Derek Harrison', 6488 'Reg Chapman', 6489 stayed as 'Laura Trott', 6490 'John and Jan Wing', 6491 'Hope Crane', 6492 has two names 'Jack Shepherd' and 'Peter Ruffles MBE', 6493 'Paul Stavrou', 6494 'Stephen (Barney) Barnard', 6496 'Gino d'Acampo' In spite of all that, in June this year four E40Ds from the Ware allocation were loaned out to Maidstone, three of them (6488/89/93) taking their Lea Valley area names with them. So much for celebrating local heroes! (6485/87/95/97 to be revealed).

Following that little exercise, route 310 therefore sees rather more Volvo B7RLEs than is usual and the only local addition was the resurrection of one elderly Dart and the occasional use of a Solo.

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

ARRIVA's COUNTRY BUSES, Part 2, Continued:

The lease on the Norton Green, Stevenage garage expires in August but a considerable expansion at the Babbage Road garage is now under way. Another site is being prepared in an adjacent road to Babbage Road at Unit 3 Bessemer Drive. From around the same time, I understand that Luton garage is due to be transferred from Shires/ Midlands to Southern Counties control as had been planned a year or so ago. This should result in O'Licence changes and some fleet renumbering to avoid duplication, although it remains to be seen if these changes are implemented.

Transfers: (June): 1594 WEw/WE. 3820 WE/HA. 3858 HA/WE. 3873 WE/HA.

Outward loans: (June): 6487/88/89/93 loaned to AK&S at Maidstone.

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

Recent repaints to the current lighter blue: 3951; also 2782/3/6/7 that had the lighter blue before they transferred to this area.

Disposals:

StreetLite 0449 (HRZ 6499), mostly at MK, has moved on from Wrights to Vision, Blackrod (May).

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

CARDINAL BUSES, New Haw, Surrey

Dart/ Pointer DP 212 (SN03 WMC) has been repainted to the original Metrobus (London) livery of red but with a mid-ships stripe all round, yellow front end/ blue rear end. Cardinal fleetnames are displayed, though.

CAROUSEL BUSES, High Wycombe

On Monday 21st June, the all-black E20D 514 (YX70 OLO) finally went back to Oxford Bus Company and is now in use on their service (BV1) for Bicester Village. Instead, routes 581/583 into Uxbridge are now worked by Sprinter minibuses. They do transfer back and forth as required but silver 980 (RN19 WSV) was current on the 581/583 (and 577) in late June and into July. Sprinters 977 – 980 are being repainted to London red at H&D Engineering, Eastleigh. 977 was first treated with fleetnames to be applied in early July and with 979 next to be done. County Rider green livery is now history.

Acquired (July) from Brighton & Hove:

Six of these came to the 'Oxford Group', initially to Didcot where some were repainted green for Thames Travel. Two are due at Carousel although it is not yet clear which. Those selected will be repainted at H&D Eastleigh. I've shown all six for now.

243, 244 (YN05 GZJ, GZO), 245/6/7/8 (YN55 NFO, NFH, NFA, NFG)

Scania N94UD - East Lancs Omnidekka H47/32F – 2005.

Formerly B&H 650, 652, 656, 657, 663, 666 respectively.

CENTRAL CONNECT (Galleon Travel 2009 Ltd), Roydon Essex

The two new E20D(MMC)s CC21 GAL and CE21 GAL entered service in mid-May.

In mid-June StreetLite CC11 BUS and Scania double-deck YP59 OEX collided in Harlow Bus Station; the former is now at ADL Harlow for frontal rebuild and the latter at Marden's in south Essex for a rear end rebuild.

Scania CN230UB SGZ 1087 (YN56 NNE) that had been parked 'in reserve' but hadn't run for some time, is now beyond repair and should leave soon.

Acquired (July) via Ensign Bus and formerly Arriva London EN 3:

LJ57 USU AD E200Dart – AD Enviro200 8.9m B26F – 2008.

Disposals: Solos RGZ 7810 and RRZ 5463 went to Shelton Motors, Ely for scrap in May (RGZ) or June (RRZ).

CENTREBUS, Luton and Stevenage

Acquired (July): from Roberts, Hugglescote, Leicestershire:

(fleet nos?) BU16 UWK, UWO, UWR Volvo B8RLE – MCV Evolution B40F – 2016.

These are part of a batch that had worked on Leicester park-and-ride but replaced there recently by new electric Yutong E12s. A fourth B8RLE may follow but had not by the time we closed on 10th July.

Acquired (July): via Chartwell Bus & Coach Sales, formerly RATP OS 20225/226:

(fleet nos?) ...YJ14 BGU, BGV Optare Solo M900SR B29F – 2014.

CHILTERN AUTOMOTIVE, Cryers Hill, Bucks

On Thursday 1st July RF 512 was noted at Welwyn Garden City Bus Station and in various places in the Welwyn area. Thursday is a busy day for the shoppers' routes as 203, 204, 206, 215 and 216 appear at WGC. Perhaps the Solo was 'subbed'? After all, C/A doesn't have a spare bus as far as I can see. Our reporters could never establish if in service or not, it would be notable if it were!!

COBRA Corporate Services, Isleworth

Further to TLB682 p28 and the NHS service that used to be with RATP, there are three new E20Ds YX21 RUR/U/V, They are staffed by drivers from the NHS, the buses are operated by Cobra Corporate Services and leased from Dawson Rentals. However, they have no legal lettering and no O'Licence discs. Cobra is based at Isleworth with outstations at Guildford and Frimley but these three are parked at Chessington World of Adventures.

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

(including Hotel Hoppa) part of Rotala plc

StreetLite 20152 is the latest in the two-tone blue livery.

StreetDeck 40714 (SL14 YPH) was deroofed at the famous (!?) low railway bridge at St John's Road in Isleworth on Sunday 13th June. Its replacements for its normal duty, school service 616 (Stanwell Moor & Sunbury), are buses that have been in the Stanwell fleet a few times before.

Into our area (June):

40518 (LX59 CNZ) Scania N230UD – Scania 10.8m H41/22D – 2009.

40626 (BJ14 KTA) Volvo B9TL – Wrightbus Eclipse Gemini H41/25F – 2014.

ENSIGNBUS, Purfleet

Temporary additions to the 'miscellaneous' fleet for TfL school services:

901 (SN11 BTU) ex DN 33655; 902 (SN11 BPY) ex DN 33642; 903 (SN12 EHC) ex DN 33787.

All formerly with Tower Transit.

GO-AHEAD LONDON

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

After a very long wait, the first of the Optare MetroDecker–EVs finally went into service on route 200 on 21st June when Me 1,2,3,5,6,7 first appeared with Me 4 on 22nd. For the rest of June they were out every day, often all seven. The demonstrator, former Metroline OME 2652, had been at Merton for training purposes but by mid-June it had moved on to Go-Ahead North-East. Like so many new buses these days, they have cameras instead of wing mirrors as well as USB sockets on seat backs.

WHVs from Merton have dribbled gradually into Sutton during mid-June as part of the programme of double-decking route 80. SE and SEN transfers from Sutton to Merton began from 22nd June, these to provide the allocation for route 413 from 3rd July. In spite of all this, the 80 remains a hotch-potch of DOEs, WHVs and SEs plus the occasional WVL and E.

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

GO-AHEAD LONDON, Continued:

On 14th June Ee 63 ventured out on route D7, followed by Ee 60 on 15th and Ee 62 on 16th. A great oddity on 21st June was SEe 87 (NP) on the 575 (Harlow- Romford) commercial service.

At least from 21st June a staff shuttle was being run for preparation of the annual Wimbledon Tennis tournament. On the 21st E 1 and EN 10 were noted with 'AELTC Shuttle' blinds. (*AELTC = All England Lawn Tennis Club*). From Monday 28th June the public route 840 began, albeit the only one this year, being the link (up-hill) from Wimbledon Station. All operated by the Commercial Services E400s, Es and ENs, including the red&white liveried buses, the longer examples and the open-toppers, not to mention RML 2604 plus RML 2318 (both red & white and open-top).

The unique BCI tri-axle TA 1 last ran on route 12 between 12th and 23rd March but then retired. However, it returned to service on 28th June, once again performing on running number Q230.

Metrobus E200 154 had an incident on 30th January and was finally back in use on 26th June. Two LTs returned in June from incidents; LT 302 from 5th May was back on 1st June, while LT 435 from Boxing Day 26th December 2020 was back on 8th June. SE 88 suffered frontal damage in Lewisham on 7th July when on route 225.

Recent refurbs/ repaints include SE 244.

New deliveries: (June)

Me 7 (YJ21 EYH) Optare MetroDecker MD1050EV H41/22D. ULW for the batch is 11220kg. A correction to Fleetbook: seat total 41/22 is correct, they are not 41/21.

Acquired (3rd July) from RATP, formerly batch OM 20227-238:

OM 2-4, 6-14 Optare MetroCity M990 B25D – 2014. Regs are all YJ14 BF* but are totally scrambled from their former RATP sequence. As at the transfer date OM 5 was void and RATP 20239 was not included. Note that fleet number OM 1 had been used by MetroDecker YJ16 DBO in 2016.

OM 2 BFF 20229; OM 3 BFM 20232; OM 4 BFA 20227; OM 6 BFE 20228;
OM 7 BFN 20233; OM 8 BFP 20235; OM 9 BFL 20231; OM 10 BFV 20237;
OM 11 BFK 20230; OM 12 BFO 20234; OM 13 BFU 20236; OM 14 BFX 20238.

On very short-term loan (3rd July) was RATP DE 20022 (YX09 HJJ) for emergency coverage for route S1 until the real OMs are all ready; rather bizarrely it has gained a 'fleet number' OM 1 !!

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

(March): Delete transfer of WVL 415 BX/MG in TLB680. It remained at BX (and still is).

(May): LT 302 NX/NXu.

(June): EH 84, 85 AF/Q. LT 302 NXu/NX. LT 435 Qu/Q.

Me 1, 2 ALu/AL. Me 3, 4, 5, 6 Qu/AL. Me 7 --/ALu/AL. WHV 71-79 AL/A. WHV 156, 157 Q/AL.

SE 268 A/PL. SE 269, 270, 271 A/AL SE 273 A/AL/PL. SEN 30, 31, 32 A/AL.

MB 1, 2 LSc/Aw. WS 65 NP/MG. 154 MBu/MB.

(July): SE 88 MG/MGu. SE 93 SW/C. OM 2-4, 6-14 --/C.

Livery changes:

LT 55 to advert for Gorillas.

LT 308 to advert for Vodafone.

LT 447 to advert for Bananas.

LT 449 to advert for Zapp.

LT 852 to advert for Ocado Tractor.

LT 861 to advert for Sage Old Street.

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

A Caetano H2. City Gold B33D, the hydrogen fuel cell demonstrator (see front cover picture on TLB675 in Nov20) arrived from Abellio on 15th June for a nine-day trial period. It carried Portuguese plates AD45LZ. It was not used in passenger service although it did visit Knole Academy on 16th June to show students its advanced technology as well as to the Mayor of Sevenoaks. On the 17th it was demonstrated to Kent CC when Abellio brought to Kent one of their electric versions (No.1533). On the 21st it had moved on to Nu-Venture for more demos, including to ASD and Stagecoach South East.

Volvo B7TLs 8303/5 have been withdrawn, joining 8309/11; meanwhile, sister bus 8301 has returned to service after a period of storage. The former Go-Ahead PVLs are evidently being replaced by the former Abellio E400s, see below.

Acquired (June) from Abellio London 9505/07-11:

9505/07-11 SN59 AVR/ U/V/W/X/Y AD Trident – AD Enviro400 10.1m H41/24D – 2009.

Note that the same Abellio fleet numbers have been adopted here.

Acquired (June) from ???: For use on the Go2 DRT network.

601 (LX19 CXN) Renault Master ZE electric 6-seater.

Disposals:

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

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

Disposal: E200 1341 (YY15 NHK) to HCT (Powells), South Yorkshire (by June).

KEANE TRAVEL, Grays

Acquired (June) via Ensign Bus, formerly Lothian 857:

SN57 DFK Volvo B9TL – Wrightbus Gemini H49/32F – 2007.

LONDON BOROUGH OF HAVERING, Hornchurch

New deliveries (June):

YX21 RVA/C/E/F AD E20D – AD Enviro200(MMC) 10.8m B39F.

LONDON BUS GROUP, London NW10

Disposals: Trident W556 RSG to Ensign Bus (April).

METROBUS, Crawley (within the Go-Ahead Group) (CY depot)

Volvo B7RLE 6008 (one of the mobile vaccination buses) reverted to normal service on 11 June.

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

After a long period when just one or two WHDs were in service on route 7 on any one day, from 14th June up to six were in use and the total rose very gradually in the rest of the month. Ten was the maximum but more often just four, five or six. By mid-June WHD 2720 gained ‘I am a hydrogen bus’ stickers between decks plus the usual ‘green leaves’ design in the skirt area. This decoration was being followed-up on the rest of the fleet. Meanwhile, the last of the batch to enter service did so on 24th June. The first wandering off the 7 by WHDs occurred on 29th June when 2716 and 2725 were on route 245 and more soon followed. The first on the N7 was early on the 4th of July, albeit ‘subbed’ two hours later by a VWH. There was a formal launch of the WHD class on 23rd June at PV Garage (well after they had been in passenger service since 12th May!). A week later the name ‘StreetDeck Hydroliner’ was coined by Wrightbus.

Recent refurb/ repaints include TE 1983, 1993, 1997, 1999; VW 1279, 1283; VWH 2032, 2042, 2043, 2045.

In the absence of the ordered MetroCity for Potters Bar’s route PB1, the green-liveried electric Optare Solo demonstrator arrived in Mid-June.

TE 1310 (ON) was a very rare sight on the 483 on 2nd July. On 5th July VWH 2703 was on 237.

New deliveries

WHDs are now called Wrightbus StreetDeck- FCEV Hydroliners!

Acquired (May-63101, 63102), from Tower Transit BH 63101/102: (update to TLB682)
VHS 2748/49 (LJ67 HTF, HTG) Van Hool A330FC 12m B34D, new 2017.

Inward loan (June) from Optare:

OSE 2750 (OP02 ARE, once YJ13 HKY) Optare Solo M9000SR B31F- new 2013.

Transfers; (h suffix = Hertfordshire Commercial Fleet).

(January): DEL 2161 UX/UXu.

(May): VHS 2748 --/WJu.

(June): WHD 2709/10/11/14 PVu/PV. VHS 2749 --/PVu. OSE 2750 --/PB.

TE 880 PBh/HZu. TE 1313 G/W. VW 1194 AC/PB. TE 1573 G/UX.

VWH 2110 UX/HT. VWH 2305 PB/HT. DES 802 PBh/HZu. DEL 2161 UXu/UX.

Livery changes:

LT 460 to advert for Vodafone.

LT 766 to advert for Bananas.

RATP-DEV LONDON including

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

19th June saw the transfer of four routes (293, 404, 467, 470 and their buses) from Epsom to Tolworth Garage, leaving just two routes (413 and S1) at Epsom until the night of 2nd/3rd July. Those had two isolated batches, MCL (to be MCM) 30084-092 and OM 20227-239 although there were also several DEs that were cover for OM refurbishments. Indeed, in the last week of the S1 (28th June to 2nd July) there were fairly few OMs in use, route S1 being mostly worked by DEs while the OMs were made ready for Go-Ahead. From 3rd July the DEs and MCLs stayed with RATP but the OMs passed formally to Go-Ahead from 3rd July.

Moves into Tolworth from 19th June had the side effect of adding VHs to the available types on the 293 and 467; indeed double-deckers became much more common on the 293, even with two ADEs on Sunday 20th.

The other more obscure changes on 19th June involved the withdrawal of eight ‘V’ routes and reductions on many others, resulting in about twenty buses being stood down or transferred. From 15th June the ADE class returned to Hounslow with 40482 first appearing on the H32 (proper) although it is mostly on V school journeys.

One surprise following the above was that the two LTs (69 and 70) that had worked from Fulwell on V293 journeys were switched to route 71 from 21st June. However the use on the 71 ended abruptly at about midday on 29th June and they then tended to appear just on school buses like the 671.

The Kingston University Volvos (now being altered to VHL 45209-215) are intended to be repainted over the summer into a new black based livery for KU.

The first two VHRs (45203/4) are now refurbished; they are internally altered to RATP standard seats and handrails, and have been fitted with USB ports as they will be used on Route X140 to cover for when the electric BCEs are charging. What do they look like with blue and green seats matched with the TfL Burgundy red interior?!

More recent refurb/ repaints include OM 20235 (the last of batch). One or two that had been done very early in the programme or were missed (like 20230) retain RATP interiors, otherwise later ones gained Go-Ahead interiors. Another repaint is DE 20193.

SP 40001 is being retained for preservation by the company.

Further to TLB682 p28 and the NHS service with new E20Ds YX21 RUR/U/V, these are owned by Cobra Corporate Services – see that section entry in this section.

After the football England win on 7th July at Wembley, at around midnight ‘fans’ rioted in London. Some climbed to the roof of LT 77 on route 9. Not RATP but a handy place to record two others: on the same night an E200 on Abellio route R70 had more ‘fans’ on its roof and a Metroliner VWH on route 6 sported a man who was swinging from the tree-guard!!

By the time this is read, some of the new BCEs should have arrived. Although nominally for Fulwell, in practice they are being kept back for the take-up of routes 49 (from Abellio) and X140 (from Metroliner) both from 4th September, as these two routes are new to the company. In any case, the power supply for the installation of electric charging systems at Fulwell has been causing problems and would not have been ready for July – and indeed it is probably not going to be ready until October. The first, BCE 47030 (LE21 FRU) was exhibited at a trade event at Farnborough on 30th June and 1st July but was then still owned by BYD at Iver. When examples do arrive with RATP, commissioning should be done at Hounslow Heath and Stamford Brook Garages using mobile charging units.

Re-classification:

MCL30084-30092 become MCM to denote their shorter size (10.6m) rather than the MCL (12.0m).
VH45209-45215 become VHL to denote their length (11.4m) rather than the normal VH (10.6m).

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

RATP-DEV, Continued:

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

Correction to TLB682: ADH 45028 transfer (May) was EB (not V) /AV. 45033 was V/AV as noted. SP 40071/072 HH (not FW)/CP.

(May): DE 20064 FW/HHw.

(Variable both TV and EB) – SDE 20284/85/86, 20302, until formerly settled at TV from 19 June.

(June): DE 20002 FW/HHu. DE 20003 BT/HHu. DE 20004/007 S/HHu. DE 20005 TV/HHu.

DE 20008/009 EB/HHu. DE 20022 HH/AV. DE 20060 SO/HHu. DE 20092 EB/TV.

DE 20094 EB/TV/EB. DE 20095 FW/TV. DE 20099 FW/AV.

DE 20102/103 FW/AV. DE 20121/126 FW/EB. DE 20192 EB/BT.

DDE 20290-294 EB/TV. DLE 30025 SO/AV. DLE 30267-274 SO/RP. DXE 30284-289 EB/TV.

SP 40001-008 AV/HHu. SP 40081 AV/FW. SP 40191/92/93 AV/FW.

ADE 40303 EB/TV. ADE 40308/10 TV/HH. ADE 40309 TV/AV/HH. ADE 40456/459 HH/RP.

ADE 40482 TV/AV. ADE 40491/92/93/94 EB/TV. ADH 45026 EB/AV. LT 139 Su/S.

(July): DE 20030/031 EB/FW. DE 20032 BT/SO. DE 20060 SO/HHu. DE 20093 EB/TV.

DE 20094 EB/AV. DE 20123 EB/FW. DE 20124/125 FW/SO. DE 20126 /127 EB/SO.

DE 20191 SO/BT. DLE 30010/12/14 SO/FW. DLE 30063 HH/AV.

MCL (now MCM) 30084-092 EB/ EBu.

Off loan (19th June): DE 20520/522 returned to Abellio.

Outward loan (3rd July): DE 20022 to Go-Ahead.

Livery changes:

LT 124 to advert for Bananas.

LT 131 to advert for Zapp.

Disposals:

DE 20002, 20062/63/64/65 to Mr S Boxall (June) (20065 corrects TLB682 p28).

DE 20059 to a private owner for preservation (June).

OS 20215/216 to Sargeant's, Kington, Herefordshire (June).

OS 20225/226 to Chalkwell Bus & Coach Sales, Sussex (June). These passed on to Centrebus.

OM 20227-238 to Go-Ahead London (3rd July). (note: NOT 20239).

SP 40002-008 and 40023 to Ensign Bus (June).

TA 40215/216 to Bromley Bus Preservation Group (June).

TR 90001 (HV52 WSZ) Datt SLF/Caetano Nimbus to Bromley Bus Preservation Group (July).

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

In the round-up in TLB682 I omitted to mention the green-liveried electric Unvi is fleet number ULE 100 although it is not carried. VXY 791 was noted being towed around Heathrow (north side) on the evening of 21st June.

Disposals:

DP 269, 270 (LF52 URJ, URK) (once Arriva London DLP 103,104) had been recorded (in TLB657) as written off for scrap in 2018 but that was incorrect as they were sold by OLST to Ensign Bus in April 2021. LF52 URJ is with English Riviera Sightseeing Tours, Torquay, Devon, still in its 'Union Jack' livery.

Grant PALMER, Flitwick, Beds

Acquired (June), formerly Lothian No.866:

709 (SN57 GMU) Volvo B9TL – Wrightbus Eclipse Gemini H49/32F - 2007.

This bus was then re-registered to BU57 WAY.

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

E20D 659 is another in the two-tone grey with purple inset although this bus has been adorned with route branding for routes 16/16A.

Disposals: Solo 127 (YJ13 HJY) and Versas 968/969 (YJ65 EVM/N) to Ensign Bus (June).

RED EAGLE BUSES, Dinton near Aylesbury

Recent acquisitions WX08 LNN/O/P are in the process of being repainted to the new livery.

Correction to Fleetbook: WX08 MDZ should read YX08 MDZ,

Correction to TLB682: YX08 LNN/O/P are of course WX08 LNN/O/P.

REDLINE BUSES, Aylesbury

Correction to TLB682: LJ09KPJ should be LJ09 KPL.

SOUTHDOWN PSV, Crawley Down

New deliveries (due in July):

118, 119 (regs to come) AD E20D – AD Enviro200(MMC) 8.9m B30F.

Reinstated:

380 (V380 SVV) Dennis Dart SLF – Plaxton Pointer 10.7m B37F – 1999.

This was believed to have been withdrawn in 2017 but perhaps not. Anyway, it was seen in service on 7th July on route 411 in Caterham. You need to add this to 2019/20/21 Fleetbooks.

STAGECOACH LONDON (part of Stagecoach Holdings) incorporating:

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

Recent refurb/ repaints included 12267, 12279, 19714, 19720, 19738.

As part of a rail replacement on 10th July, the 238U service ran again between Stratford and East Ham, Old Town Hall using E400Hs from Bow (BW).

Transfers:

(June): 15024/025/048 WH/WHu. 15028/029/034 PD/PDu. 15031/035 TB/TBu. 15032 TB/WHu.
15073 T/Tu. 36345 BK/WH. 36365/366 BK/WHu.

Livery changes:

LT 261 to advert for Zapp.

LT 361 to advert for Sage Hackney.

Disposals:

Trident 17843 – after languishing here for some time, sold to Mr S. Boxall (June).

TOWER TRANSIT - LI and X Garages

Two more OEs turned up in June, one each at the start and end of the month. That left the last two (34036/37) and they came in the first week of July. Apparently the last two have digital blinds, one with McKenna equipment, the other Hanover equipment.

From 21st June, DNH 39130/1/2 have been redeployed to cover Metroline school route duplicates - V606, V632 and V487. At 30th June, DH 38501/2/3 were still parked at LI Garage. Although we removed driver trainer DML 41425 from stock in TLB680, it remains parked at LI Garage.

Correction to Fleetbook: MD1050EVs 34011-21 have YJ70 regs , the YJ21s run from 34022-37; the letters continue to run in sequence as stated.

New deliveries: (June- 34033/34, July- 34036/37).

OE 34033/34/36/37 (YJ21 EXR/S/U/V) MetroDecker MD1050EV H41/22D, ULW is 11220kg.

During early July it was noticed that 34034 was in service but with registration plates YJ21 EXW both front and back. As we closed for press we don't know whether it will adopt the booked YJ21 EXS or this EXW. As at 11th July neither EXS nor EXW were formally registered. An answer will be given in TLB684 as this confusion occurred on TLB finalisation day and could not then be resolved.

Transfers

(June): OE 34033/34 --/X. DNH 39114/16/22/23/29 X/Xu.

(July): OE 34036 /37--/X.

Disposals:

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

VECTARE, Rettendon, Essex

Just a re-cap on the six Sprinters; there is often one or two of the group down in Essex but they are all normally based in Nottinghamshire. They are: 200 (WN69 FYL), 201 (RX20 RJV), 202 (WV20 VDG), 203 (RX20 RDV), 204 (RX70 SKZ), 205 (RE70 EZU).

WESTBUS (within the ComfortDelgro group of Singapore)

Registration change and disposal (June):

Scania d/ds 166/167 have ben sold to Greys, Witchford, Cambridgeshire but were re-registered before leaving Westbus: 166 WIB 119 back to YV03 PZG, 167 WIB 150 back to YV03 RAU.

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

The first all-over advert on a tram for several years appeared in late June when 2531 gained an all-pink advert for Taylor Rose solicitors.

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

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

Note – email address andrew@morgan1368.co.uk Note that the former London company names are listed in code to allow more space for narrative detail. ALN=Arriva London, FLN= First London, GAL= Go-Ahead Group London, LU= London United, ML= Metroline, SLN= Stagecoach London.

Routemasters:

RMF 2772 (RCN 697) from Dodds, Ayr, Ayrshire to Messrs T Ireland, Waterside and G Laurie, Glasgow (November). Out of the fourteen ex Northern General RMFs acquired by LT (not including EUP 406B that was acquired by London Coaches), all others have been scrapped and only this one together with RMF 2771 (EYY 776B, ex RCN 701) survive.

RML 2408, further to TLB682, this RML arrived in Hong Kong at the end of June and it is understood that it is being prepared for use in a static role at the Sands China hotel complex in Macau. It is understood that this may be the first of two to be acquired.

Olympians:

N122 UHP (ex LU) was last reported with SBC at Wickford, but is now static in the Iceland car park in South Road in Southall as the Meri Marzi Cuisine as a take away restaurant; it was acquired in January. It now has a clear roof fitted with the kitchen downstairs, tables and chairs upstairs, and a roller shutter over the front doors.

NV 76 (R276 LGH), 95 (R395 LGH) (ex GAL) despite reports to the contrary, these NVs have not been sold from London Bus Hire.

NV 97 (R397 LGH) (ex GAL) was sold from London Bus Hire (June 2021).

NV 145 (R345 LGH) (ex GAL) was sold from London Bus Hire (January 2021).

NV 166 (R366 LGH) (ex GAL) from Hamilton Coaches to Mr D Pandya, Bridlington, North Yorkshire (March) for preservation.

NV 167, 169 (R367, 369 LGH) (ex GAL) were sold for scrap from Hamilton Coaches (March- 167 and February- 169).

VA 57 (R157 VPU (ex SLN) was sold for scrap from Hamilton Coaches (January).

Miscellaneous low-floor double deck types:

DLA 129 (V329 DGT, ex MIG 9505) (ex ALN) re-gained its original registration and was sold from Presidential, Bootle, Merseyside (March). (See also TE 682 below.)

DLP 97 (LF52 URB) (ex ALN) was sold from Arriva North West to Hardwick, Barnsley (November).

DW 2 (LJ03 MWN), 56 (LJ04 LFA) (ex ALN) from Preston Bus to AH Commercials, Yaxley, Cambs. (June).

DW 49 (LJ53 NGU) (ex ALN) from Selwyns/Haytons to Wyvern Omnibus,

VLW 37 (LJ51 DHY) (ex ALN) from Arriva North West to Hardwick, Barnsley (May).

VLW 194 (LJ03 MWX) (ex ALN) from Base to Carters Travel, Great Addington, Northants. (November).

VLY 607 (LX05 KNZ) (ex ALN) from Ensign Bus to Seven Sisters Bus and Coach, Eastbourne, East Sussex (June).

VLY 608 (LX05 KOA) (ex ALN) from Ensign Bus to The Reform Party, London (June).

DN 33642, 33655 (SN11 BPY, BTU), 33787 (SN12 EHC) (ex FLN) have been transferred from sales stock, numbered 901, 902, 903 and have temporarily entered service with the Ensignbus operational fleet for use on TfL schools contracts.

DN 33575 (SN09 CDU) (ex FLN) is based at Penzance for the Lands End tour with First South West; it is now part open top.

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

- TN 33113 (LT02 NVX) (ex FLN) from Shears (dlr) to unknown owner, Torrington, Devon (February) for use as a burger bar.
- TN 33177 (HIG 1527, ex LR02 LYW) (ex FLN) re-gained its original registration in April 2020 with First South West.
- TN 33193 (LT52 XAD) (ex FLN) (later ML TP 1507) was sold from Happy Al's (July 2019).
- TN 33234 (HIG 1531, ex LT52 WWX) (ex FLN) re-gained its original registration in April 2020 with First South West.
- TNL 33036 (LK51 UYE) (ex FLN) from Ensign Bus to First South West (June) where it re-joins TNL 33085 (LN51 GMF) (see TLB682) for use on the Helston – Lizard tour in two-tone green.
- VN 37952 (BN61 MWZ) (ex FLN) from Ensign Bus to Coach Services, Thetford, Norfolk (June).
- VN 37958, 37959, 37960, 37961 (BN61 MXC, MXF, MXG, MXL), 37988, 37989, 37990, 37991, 37992 (BF62 UYB, UYA, UYC, UYE, UYG) (ex FLN) from Ensign Bus to Tyrers Coaches, Farnworth, Greater Manchester (formerly at Adlington, Lancs. (June).
- VNL 32261, 32269 (LT52 WWG, WWP) (ex FLN) updating TLB682, these VNLs passed from First South West to Ensign Bus (June).
- VNL 32267 (LT52 WWN) (ex FLN) was sold from First South Yorkshire (February).
- VNL 32268 (LT52 WWO) (ex FLN) from First South Yorkshire to PVS, Barnsley (February).
- VNL 32270 (LT52 WWR) (ex FLN) from First Potteries to PVS, Barnsley (March).
- VNL 32276 (LT52 WXF) (ex FLN) from First South Yorkshire to PVS, Barnsley (April).
- VNW 32368 (LK04 HYS) (ex FLN) from Ensign Bus to Seven Sisters Bus and Coach, Eastbourne, East Sussex (June).
- AVL 6, 8, 31 (V106, 108, 131 LGC) (ex GAL) have all been sold from Harris Executive Coach Travel (all in May, except AVL 8 which was October).
- PVL 154 (X554 EGK, ex P6 YMS) (ex GAL) from YMS to WB Chambers, Maidstone, Kent (March 2020) where it joins PVL 372; this updates the previous report. These are for farm workers' transport.
- PVL 179 (X579 EGK, ex A10EYD) (ex GAL) is based at Falmouth with First South West as 32179 for use on the Falmouth Circular tour in two-tone blue; it was re-registered to OIG 1788 in March.
- PVL 180 (X508 EGK) (ex GAL) from Go North East to Alpha Recovery (October 2019).
- WVL 14 (LG02 KHM) (ex GAL) was reported as sold from London Bus Group but this is not correct as it is still with this company.
- WVL 86 (LF52 ZNU) (ex GAL) from Abbey Travel to Chartwell Bus Sales, Horsham, West Sussex, and then to Qualiti Conversions, Southampton (June) for conversion for use as a mobile outreach centre for a youth mental health charity.
- 456 (YN03 DFC) (ex GAL) from Connexions to Greys Coaches, Witchford, Ely, Cambs. (March).
- SLE 2 (YN54 OAB) (ex LU) from Midland Classic to Harrogate Coach Travel, Tockwith, North Yorkshire (February).
- SO 9 (YN07 LHZ) (ex LU) has passed from Yorkshire Tiger to Hardwick, Barnsley and then passed to Wealden PSV, Five Oak Green, Kent (March). It has been seen in accident damaged condition, so may only be for spares.
- TA 276 (K3 WSX, ex LG02 FDX), 279 (T3 WSX, ex LG02 FDV) (ex LU) from Preston Bus to Xelabus, Eastleigh, Hants. (June).
- TA 277 (R3 WSX, ex LG20 FDP) (ex LU) from Preston Bus to AH Commercials, Yaxley, Cambs. (June). It is assumed that these three TAs (276/7/9) will re-gain their original registrations now that they have left the Rotala Group.
- TLA 13 (SN53 EUW) (ex LU) from Belle Vue to Brylaine Travel, Wyberton, nr. Boston, Lincs. (by June).
-

----- *Where are they now?* -----
 TA 109 (V309 GLB) (ex ML) was sold from Travel de Courcey (by September 2020).
 TE 682 (LK55 KKR) (ex ML) from Ripley to Presidential, Bootle, Merseyside (March) where was re-registered to MIG 9505 in June. (This registration had previously been on DLA129, see above.)
 TE 947 (LK58 KHO) (ex ML) from Ensign Bus to Aintree Coachlines, Bootle. Merseyside (June).
 TP 450 LK03 CHN) (ex ML) from London Bus Group to Ensign Bus (June).
 TP 1507 (LT52 XAD) (ex ML) see entry above for TN 33193 (ex FLN).
 VPL 189 (Y189 NLK) (ex ML) was sold for scrap from Happy Al's (December 2016).
 VPL 217 (LK51 XGM) (ex ML) latterly with London Borough of Redbridge, was auctioned at CVA at Hemel Hempstead in April, but there have been no further subsequent reports.
 VPL 633 (LK54 FWN) (ex ML) from Bryans Coaches to Deckerbus, Peterborough, Cambs. (June).
 VLY 607, 608 (LX05 KNZ, KOA) (ex OLST) – see the corresponding entries for VLY 607, 608 (ex ALN) above.

TA 17272 (X272 NNO) (ex SLN) further to TLB680, this TA is a static playbus / classroom with Neston Primary School on the Wirral since November 2017 and is branded as "The Lost Bus".
 TA 17285, 17286 (X285, 286 NNO), 17882 (LX03 NGY) (ex SLN) were sold from Travel de Courcey via Manheim Auctions at Bruntingthorpe (September), but there have been no further subsequent reports for 17286 or 17882 and they have probably been sold for scrap. TA 17285 was noted with Longridge Coaches, Blackburn, Lancs. in March.
 TA 17317 (X317 NNO, ex MSV 617) (ex SLN) updating TLB672, this TA is confirmed with Butler Brothers Coaches, Kirkby in Ashfield, Notts. (March 2020).
 TA 17321 (X388 NNO) (ex SLN) from Preston Bus to Xelabus, Eastleigh, Hants. (June).
 TA 18473 (LX55 ERU) (ex SLN) e-registered to WOI 3001 in February by Stagecoach East Midlands.
 15148 (LX59 CNZ) (ex SLN) from Diamond North West to Diamond South East (June).

DN 33642, 33655 (SN11 BPY, BTU), 33787 (SN12 EHC) (ex TT) – see the corresponding entries for DN 33642, 33642, 33787 (ex FLN) above.
 VN 37952, 37958, 37959, 37960, 37961 (BN61 MWZ, MXC, MXF, MXG, MXL), 37988, 37989, 37990, 37991, 37992 (BF62 UYB, UYA, UYC, UYE, UYG) (ex TT) – see the corresponding entries for VN 37952, 37958, 37959, 37960, 37961 (BN61 MWZ, MXC, MXF, MXG, MXL), 37988, 37989, 37990, 37991, 37992 (ex FLN) above.

Low-floor single deck types:

EN 3 (LJ57 USU) (ex ALN) from Ensign Bus to Galleon Travel/ Central Connect, Roydon, Essex (July).
 ENL 47 (LJ09 KPN) (ex ALN) has passed to East Yorkshire Motor Services (April) as fleet number 284 within the Go North East group of companies.
 PDL 67 (LJ51 DDA) (ex ALN) from Arriva North West to Hardwick, Barnsley (November).
 DML 44025, 44027, 44047, 44049 (YX58 DUU, DVZ, FPE, FPG) (ex FLN) from Metroline to Ripley, Barnsley (May).
 DML 44154 (YX10 BFU) (ex FLN) was sold from A2B (by February).
 ED 22 (LX07 BYN) (ex GAL) is now with Presidential, Bootle, Merseyside (May); it was last known to be with the South London Bus Preservation Group.
 DPS 592 (SN51 TCK) (ex LU) was sold from Red Eagle Buses (by December).
 OS 20225, 20226 (YJ14 BGV, BGV) (ex LU) from Chartwell Bus Sales, Horsham, West Sussex, to Centrebus, Luton, Beds. (June).
 DE 1601, 1603, 1623, 1625 (YX58 DUU, DVZ, FPE, FPG) (ex ML) – see the corresponding entries for DML 44025, 44027, 44047, 44049 (ex FLN) above.
 DP 1035 (KU02 YUD) (ex ML) has been sold by Newport Travel (by June).

SERVICE VEHICLES

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

LUL/LBSL/TfL Fleet; Newly reported vehicles

9037F	LR70 MYU	Ford Transit Van	LUL	Wh/Blu/Red	EWT
9136F	LS21 DMU	Ford Transit Custom Hybrid Van	LUL	Wh/Blu/Red	?

Additional information and updates

The registration number and body details of 9037F are subject to confirmation.

Allocations and transfers are 2605 CPE-PSE, 2610 CPE-PSE and 8676VW -EWT.

Updating the location comments last month, Penton Street is confirmed to now have the two Volvo ERU rescue tenders latterly at Camden, while Battersea ERU is believed to have closed in about July 2020. Also updating last month, van 7755F is out of use but remains at Acton Works for now.

Hired vehicles are not usually mentioned here but it has been noted that one example seems to have remained in use since at least September 2019. J222 BRS is a 3-axle Renault C380 flatbed lorry with crane new in 2015 and in the brown and red livery of B R Saunders of Walton-on-Thames. It has LUL/TfL labels on the cab doors and can normally be seen parked in the lorry yard at Acton Works.

Bus Company Fleets; Newly reported vehicles

?	WM18 NRE	Ford C-Max Car	Abellio	Grey	BC
?	DV68 JTZ	Vauxhall Astra Car	Abellio	Silver	BC
?	MA68 ZGC	Vauxhall Astra Car	Abellio	Grey	BC
-	FB18 BGK	Volkswagen Sharan Car	Arriva London	Grey #	DT
-	CX70 LTZ	Seat Leon Car	Arriva London	Red #	AD
-	CX70 LUB	Seat Leon Car	Arriva London	Red #	AD
-	CX70 LVU	Seat Leon Car	Arriva London	Red #	DT
-	CX70 LWC	Seat Leon Car	Arriva London	Red #	AD
-	KM70 VWK	Peugeot 3008 Car	Arriva London	Blue #	DT
-	FJ18 UTL	Mercedes Sprinter 15-seat Minibus	Stagecoach	White	RM
-	FJ18 UTN	Mercedes Sprinter 15-seat Minibus	Stagecoach	White	RM
-	FP18 JZW	Mercedes Sprinter 15-seat Minibus	Stagecoach	White	RM

Additional information

Abellio 6751 (GY59 MXR) has been reinstated, still at TF. The new Seat cars at Arriva London are likely to be 'permanent' additions, the other two listed above probably being hired. FH65 CWY is withdrawn. No more news on the new Go-Ahead London fleetnumbers, though Vito minibus RJ19 HSZ at Bexleyheath has now been given local fleetnumber BX2. It has numerous applications of this number, including four on the rear! RATP cars D75114/23/25 (MJ69 ZBU/YBB/ZPC) are based at RP, while similar D75111 (MJ69 ZDP) has moved from FW to HH. The extra minibuses at Stagecoach are most likely hired but have been given company logos.

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

This TLB closed on 9-11 July and due for posting on 20 July. Closing date for TLB684 is Weds 4 August and due for posting on Tues 17 August. Reports to the Editors by post or e-mail to davestewart297@gmail.com or to heads of sections for contact points. Next closing dates are Weds 08Sep, 06Oct, 03Nov, 01Dec 2021. These dates are for us editors to have sufficient time to process, although info over the next four days can invariably be slotted in as time and space allows. Those of you who report regularly should 'bookmark' these dates.



Galleon Travel's Central Connect (formerly Trustybus) took their first new buses in May in the form of two E20D/E200MMCs – with two more due later this year. On 27th May CE21 GAL was pictured in Fifth Avenue, Harlow on the town service 14. *(Richard Godfrey)*



On 5th June it was 'Derby Day' at Epsom Downs and Edward Thomas ran the shuttle up from Epsom Station to The Downs. However, the usual crowds of passengers on the buses were absent this year, as shown by former Go-Ahead WVL 76 in Ashley Road Epsom. *(Terry O'Neill)*



On 3rd July route S1 changed hands but using the same buses. This is MetroCity OM 7 in Banstead in June 2014 when new. It became OM 20233 when Quality Line merged into RATP but from 3rd July, now with Go-Ahead, it has been renumbered OM 7 once again! *(Richard Godfrey)*

Rear cover: Delivery of the electric Optare MetroDecker-EVs to Go-Ahead have been agonisingly slow but a few have now started service on route 200 so we can now illustrate Me 1 on Copse Hill, Wimbledon. *(Terry Wong Min)*



Serving London's bus enthusiasts
since 1964

