

# The London Bus

Number 686  
October 2021



London Omnibus Traction Society  
[www.lots.org.uk](http://www.lots.org.uk)

Alperton Garage gained a new type in its last days before closure, having arrived to replace a batch of VWs due to go off lease. Several other VWHs followed to the 83/483's new home at Perivale. VWH 2290 is in Ealing Road Wembley on its way to the 83's home terminus.  
*(Haydn Davies)*



Delays in electric charging kit at Harrow Garage meant that when RATP took over the X140 from 4th September, BCE class E400EVs could not yet be used. Instead, VHS transferred in are in use for a couple of months. VH 45133 is approaching Heathrow.  
*(Russell Young)*



PVR reductions in the past few weeks were the big story in London! Metroliner route 43 lost six buses and these re-appeared on the 17. Route 17 now hosts about six E400EVs each day so we see BDE 2633 in the Caledonian Road crossing the bridge over the Regent's Canal.  
*(Richard Godfrey)*



**Front cover:** Earlier in September the Media covered well the 20th anniversary of the USA's '9/11' attacks but London's '7/7' terrorist attack on three trains and one Stagecoach bus has been somewhat overlooked. Stagecoach has not and E400 11377, seen here at the City end of route 25, carries this striking reminder. *(Russell Young)*



**THE LONDON BUS**  
**The monthly newsletter of the**  
**London Omnibus Traction Society**  
**website at [www.lots.org.uk](http://www.lots.org.uk)**



ISSN 0263-3329

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

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

For enquiries about, or, orders to **Postal Sales**, please **E-mail** [lotspostalsales@gmail.com](mailto:lotspostalsales@gmail.com)

**Membership and Subscription Information:** The LOTS MEM/TLB/LBM rates (at 2nd class postage) include any twelve consecutive issues of TLB, and/or any four consecutive issues of LBM. Subscriptions may commence in any month of the year. Subscription rates from 01Nov18:

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

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

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

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

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

TLB is compiled by the Editors and published by LOTS for the information and personal use of the members of LOTS, in return for payment of the membership subscription. It is copyright to LOTS, and the current issue of TLB is for private circulation to LOTS members only. One month after publication, TLB may be sold to non-members at a premium price. Where relevant to their coverage, items may be repeated as agreed in fellow publications. Otherwise it is not permissible to copy information from TLB or any LOTS publications for any further use or sale, including via the Internet, without having first received prior permission from the Society via the Managing Editor.

**Other specialist services:** Please include a stamped self-addressed envelope if you want a reply.

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

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

**LOTS Members' Information Service** (your requests for historical info. on London bus matters): Les Stitson, 3 Purley Close, Barkingside, IG5 OTP or by e-mail to [lots.infosvs@btinternet.com](mailto:lots.infosvs@btinternet.com)

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

Printed by Ludo Press, 18 Wimbledon Stadium Business Centre, Riverside Road, London SW17 0BA

This issue was finalised on 8-10 October and due for posting on Tues 19 October.

Closing date for TLB687 is Weds 3rd November and due for posting on Tues 16 November.

Booked later closing dates are Wednesdays 01Dec 2021, 05Jan, 02Feb, 02Mar, 30Mar 2022.

## Contents

Pages 4-5	General & Industry News
Pages 6-15	Greater London Area - Route Developments
Pages 16-18	Country Area – Route Developments
Pages 19-21	Publicity News
Pages 22-31	Current vehicle news of all operators
Pages 32-35	Where are they now? - Subsequent vehicle disposals
Page 36	Service Vehicles

---

## Society Matters – including LOTS Meetings

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

Monday 25th October: A photographic presentation “When Boris let me out!” by Russell Young.

Monday 29th November: A photographic presentation “Halfcab Heaven” by Eamonn Kentell.

No meeting in December. Next meetings in February/ May/ September/ November 2022.

\* \* \* \* \*

The postponed AGMs from June 2020 and June 2021 were held (as one) on 27th September 2021. Your management Committee remains as: Chairman Chris Holland, Vice-Chairman and Secretary Frank Messenger, Treasurer James Mair, Membership Secretary Julian Bowden-Green, supported by other general Committee Members Colin Brazier, David Kemp, Rick Roberts and Les Stitson, plus Keith Wood, newly nominated to revert to the normal nine members. The nine members have between them numerous other responsibilities as well. Other Society activities covering such as publications (TLB/LBM/TEX/FBK/REV), sales and despatch are outwith the Committee.

We produced our usual Report and Accounts document and that was available from 20th September; if you still want one, please email to LOTSChairman @ Yahoo.uk

---

## 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 24 Oct: Transportfest at London Bus Museum, Brooklands.

Sat 30 Oct: Stagecoach Plumstead Garage, 40th anniversary Open Day. (LSS).

Fri/Sat 05/06 Nov: Aldenham event at Allum Hall, Borehamwood, a few mins from Elstree Station.

Open Fri 12 noon to 6pm, Sat 10am to 4pm (LSS on both days).

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

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

Sun 20 Feb 22: Bus Running Day at the Epping Ongar Railway, North Weald.

Sat 02 April 22: South East Bus Festival at Detling showground in Kent.

---

## Payments for Membership and orders to Postal Sales

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

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

---

If you use the post, please address your orders to LOTS Postal Sales (or LOTS Membership), Unit G16 Lombard Business Park, 8 Lombard Road, Wimbledon, London SW19 3TZ. Make sure that the 'Postal Sales' or 'Membership' name is included prominently, so we can give the best attention. Postal Sales orders will be dealt with as soon as possible, subject to 'staff' availability - especially in these current times - but, please still allow the usual 28 days for receipt of your order.

The most recent Sales List was included with TLB681 and in any case the Sales List on our website can be used. Orders from the Sales List or a letter is perfectly acceptable. In all cases above, if you send us a cheque, please don't staple cheques to the form – they really won't get lost by us but might be when the banks try to process them electronically!

## **LOTS Postal Sales**

### **Recent and new LOTS publications:**

**LOTS LBM197 Autumn 2021 London Bus Magazine (£5.00). \*\*NEW\*\***

**LOTS LBM196 Summer 2021 London Bua Magazine (£5.00).**

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

**TLB Extra 1956:** The last of the series; includes all the updates to all the other issues 1948-1955 and 1957-1984. Fully illustrated in B&W and with original 1956 colour cover pictures. **(£7.00).**

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

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

### From other publishers: (\*\*ALL new or recent\*\*)

**Fred Ivey's Pictures – A Celebration,** 36 pages of B&W and Colour photos (LHRG) **(£5.00).**

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

**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\*\***

**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\*\***

**Today's London Overground - A Pictorial Overview** by Justin Bailey (Pen & Sword) **(£30.00).** 176 pages with 200 colour illustrations.

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

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

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

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

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

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

---

## 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

By late September the **HGV driver shortages** noted here last month had led to panic buying at petrol stations. Under pressure from the haulage industry, the Government eventually agreed to ease immigration rules to allow up to 5,000 foreign drivers to enter the country on a temporary basis. However, there are indications that the take up has been very small with The Times reporting just 127 applications by HGV/ lorry drivers (but of which just 27 were tanker drivers) by early October. The Army was brought in to help to restore supplies to filling stations, while Government Ministers kept emphasising that there was no shortage of fuel. TfL contractors have so far managed to maintain full services but several bus companies outside London have had to cancel journeys or reduce frequencies due to driver shortages and difficulty in getting adequate supplies of diesel.

**Bus, Underground and rail usage increased during September** as schools and Universities returned and people began to return to their workplaces, often for the first time since March 2020. Bus use in London recovered to around 73% of pre Covid levels by early October, with Underground use at 62%. There were signs that the fuel crisis was discouraging people from using their cars where they could use public transport. However, that was a double-edged sword as buses were often caught up in long queues of cars at petrol stations. The Evening Standard reported that Thursday is now the busiest day of the week in Central London. This was based on data captured by mobile phone network O2 which showed more people movements in the Square Mile and in Soho on Thursdays than any other day. Mondays and Fridays are the quietest working days. Overseas travel became easier from 4 October for fully vaccinated travellers returning from over 50 countries no longer have to take pre departure tests.

### Corporate and company news

**National Express** has confirmed it is in talks to buy **Stagecoach**. It is understood that the deal represents a take-over of Stagecoach by the National Express group with Stagecoach shareholders receiving 25% shares in the new combined group. This reflects the fact that NEG is a significantly larger group since Stagecoach disposed of its operations in North America and its UK rail franchises. NEG still has large operations in North America and in Spain. Stagecoach is currently the largest bus operator in the UK with around 26% of the bus market outside London compared with 7% for NEG. A firm offer is required by 19 October for the deal to proceed further.

**National Express is entering the leisure market** with a new company National Express Leisure which focusses on the UK holiday and leisure markets. Existing brands Lucketts Travel of Fareham and Woods Coaches of Leicester will be brought under the National Express Leisure banner.

**SeaLink** Travel group which owns **Tower Transit** has announced a ‘Strategic joint venture’ between Tower Transit’s Westbourne Park operations and RATP’s London United and London Sovereign operations. Tower Transit’s Westbourne Park operations are to be merged and transferred to a newly incorporated joint venture to be called RATP Dev London Transit Ltd (RDLT). Tower Transit’s operations from Lea Interchange are not included in the initial deal although options are being investigated.

**Arriva** has confirmed plans to close **Guildford garage** which operates out of the former London Country site in Leas Road. In a statement the company said “Arriva Guildford has unfortunately experienced ongoing decline in passenger numbers over recent years, even prior to COVID19, and despite every effort to achieve efficiencies, our Guildford operation is no longer sustainable. Arriva will be offering every support to our Guildford employees, and we continue to work closely with Surrey County Council to explore alternative options, which could safeguard services for the local community.” Note that the use of the word safeguard should be taken as any indication of the future!

---

The rail franchise **SouthEastern** which is operated by Go-Ahead and Keolis as GoVia, was due to be taken over by the Government on 17 October. Transport Secretary Grant Shapps said a probe had found that SouthEastern had not declared more than £25 million in taxpayer funding that should have been returned since 2014. The Serious Fraud Office is investigating the matter. The new company will trade as London & South Eastern Railway (LSER). Meanwhile the Government has admitted that the biggest shake-up of the national rail network since privatisation may not be implemented before the next General Election. The Daily Telegraph reported that the legal setting up of **Great British Railways (GBR)** will not happen before April 2022 and new contracts would be put in place between July and September 2024.

**First Group** is launching new low-cost train services on the East Coast main line between King's Cross and Edinburgh under the name 'Lumo'. Services will begin on 25 October with the frequency increasing to ten services a day by early 2022. They will be operated with five new Hitachi AT300 trains in a bright blue livery. Fares will start at £14.90 and the overall journey time between London and Edinburgh with stops at Stevenage, Newcastle and Morpeth will be around four and a half hours, just slightly longer than current LNER services.

**First Group** is taking over full ownership of **Somerset Passenger Solutions (SPS)** which operates 156 buses on contract services to Hinkley Point C nuclear power station site.

## Other General News

Plenty of new zero emission vehicle types to report this month. There is a new entrant to the electric bus market. Norfolk based **Equipmake** has launched its Jewel E battery electric double decker model. This will be produced in partnership with Spanish coachbuilder Beulas. The first examples are expected to be able to begin trials in early 2022 and Equipmake claims a 250-mile range. **Volvo** is also launching a new battery electric bus range. A BZL double decker demonstrator has been built and will be trialled by Metroline on several routes. MCV will act as lead bodybuilder although Volvo says this arrangement is not exclusive. The range is not quoted. Plug-in and pantograph options will be offered. The type will also be offered as a single decker with 10.8 and 12 metre lengths but that could expand to between 9m and 13m. German manufacturer **Quantron** has confirmed plans to offer a 12m single deck bus in the UK in 2022 which will be available with both battery electric and hydrogen fuel cell options. **Wrightbus** is now claiming a range of 640 miles for its new hydrogen fuel cell electric hydroliner and 300 miles for its battery electric Electroliner ranges (TLB 683 refers). Rochdale based minibus manufacturer **Mellor** has announced plans to become a "major player on the UK bus scene in 2022" with a new production facility in Scarborough.

**Rotala subsidiary Diamond Bus** is retrofitting five diesel single deckers to run as battery electric buses. The conversions were undertaken by electric drive systems specialist MAGTEC. The first bus, a MAN 12.240 with a Plaxton Centro body, will run in the West Midlands.

**Liverpool City Region** has placed the first order for ADL Enviro400 FCEV H2.0 second generation hydrogen buses. They will operate on route 10A between Liverpool and St Helen's. The 20 buses are being funded through Liverpool City Region's Transforming Cities Fund.

**Ten new Pride roundels** have been installed on the Underground network. They have been designed by staff and prominent figures in the LGBT+ community. Each carries positive messages using vibrant colours as well as visual representations of the London LGBT+ community.

**Greenwich resident Jo Kibble** travelled 260 miles from London to Morecombe by bus in one day. He said he had planned the journey during lockdown, starting at Charing Cross station where he boarded the 03:00 N9 for a journey to Heathrow Airport. Mr Kibble cited the peak district between Derby and Buxton and Preston Bus Station as highlights of his journey which ended in Morecombe, Lancashire at 0029 the following day. The total cost was £56.95. Only one bus was seriously delayed, an X7 from Northampton to Leicester due to roadworks and attempted fare dodgers but he managed to maintain all vital connections.

## GREATER LONDON AREA - Route Developments

**Section Editor:** Stephen Floyd, 4 Turnpike Gardens, Bedford, MK42 0AJ, e-mail to stevfloyd1959@gmail.com This section covers local TfL bus services within the Greater London County boundary. Fuller detail of any commercial or county services that enter the Greater London County from outside will be in the Country Area Route Developments section that follows this section in TLB. Night services are indicated by e.g. =24 night only or 24/= day and night (24 hour) services.

### LONDON BUSES - TENDERED ROUTES UPDATE

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

### ROUTE AND SERVICE CHANGES

Saturday 18th June 2021: It has come to light that the transfer of operations of route N5 was scheduled as usual from Edgware (BT) to Harrow (SO) garage to start on Friday night, but actually took place on Saturday night for local reasons. Thanks to Michael for spotting that!

Thursday 19th August to Sunday 22nd August 2021: As in TLB 685, although member Jeremy kindly points out the new stands before the junction of Melbourne Place are actually on the Strand, not “the south side of Aldwych”. During September, the rest of the closed part of the Strand was used for al-fresco dining and a skateboard park!

Saturday 21st August 2021: As in TLB685, correcting the terminal for route 344 which starts from Liverpool Street Bus Station. Also corrected PVRs: Stagecoach Selkent: 146 to 1+/2+\*/1+\* (+1/336, \*336) #TB171+; 336 to 11\*/10+\*/9+\* #TB181+ (+1/146,\*146).

Saturday 28th August 2021 and B/Hol Monday 30th August 2021: As in TLB685.

Saturday 4th September 2021: As in TLB685, with another route correction:

The daytime 140 starts from Hayes, Asda, not Heathrow Central, although the last set-down on southbound buses is Hayes & Harlington Station. However the Night 140 does run through from Heathrow Central to Harrow Weald Garage. To correct a typo, it's the N140 and that has Run/Nos #HD41+. Thanks to Alan for pointing this out.

Routes 652, 656, 679 and 686 were awarded with existing diesel E-class AD E40D double-deck vehicles and route 690 was awarded with hybrid EH-class AD E40H double-deck vehicles, although WHV-class vehicles could appear on any of these.

### All information is repeated in full from this point:

Saturday 11th September 2021:

Alperton (ON) garage closed after operation the previous night. The new garage site will not be ready in nearby Athlon Road for approx. 12 months so remaining routes re-allocated to Perivale (PV) garage.

11 (*Go-Ahead London General-SW*) (Liverpool Street Station, Bishopsgate & Fulham Broadway) Mon-Sat daytime frequency reduced from x10 to x12mins.

29 (*Arriva London North-WN*) (Wood Green Station & Trafalgar Square) Mon-Fri peak frequency reduced from x4 to x5-6mins.

59 (*Arriva London South-BN*) (Euston Station & Streatham Hill, Telford Avenue) Mon-Fri peak frequency reduced from x6 to x7½ mins and Mon-Sat daytimes from x6/7 to x7½ mins.

83 (*Metroline West-ON*) (Golders Green Station & Alperton Station) and

N83 (*Metroline West-ON*) (Golders Green Station & Ealing Hospital) LBSL (QC) contract extended for 2 years. Re-allocated from Alperton (ON) Garage to Perivale (PV) Garage, thus novated to *Metroline Travel*.

483 (*Metroline West-ON*) (Harrow Bus Station & Windmill Park) LBSL (QC) contract extended for 2 years. Re-allocated from Alperton (ON) Garage to Perivale (PV) Garage, thus novated to *Metroline Travel*.

---

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

PVR changes 11th September:

Arriva London North: 29 to 30+/31/24 (+1/144) #WN1+;

Arriva London South: 59 to 21/20/12 #BN91+;

Go-Ahead London General: 11 to 18/18/15 #SW301+;

Metroline Travel: 83 to 20/20/16 #PV201+, N83 to 4 every night #PV241+, 483 to 21/20/18 #PV51+.

Saturday 18th September 2021:

Widened schedules for 32, 226, 245, 316, 332 for Cricklewood Broadway works restored to normal.

22 (*Go-Ahead London General-AF*) (Putney Common & Oxford Circus) Mon-Sat daytime frequency reduced from x8 to x10mins.

99 (*Arriva London North-DT/ER*) (Woolwich, High Street & Bexleyheath, Shopping Centre) Use of the Erith (ER) outstation ceased, with the whole allocation now at Dartford (DT) Garage.

137 (*Arriva London South-N/BN*) (Marble Arch & Streatham Hill, Telford Avenue) and

N137 (*Arriva London South-N*) (Oxford Circus & Crystal Palace) LBSL (QC) contract extended for 2 years.

160 (Catford, Thomas Lane & Sidcup Station) and

660 (Bellingham, Catford Garage & Avery Hill, Stationers' Crown Woods Academy) LBSL (QC) contract awarded to *Stagecoach Selkent* using new BYD/E400EV electric double-decks from Catford (TL) garage, in due course. Hired VH-class Volvo B5LHs from Tower Transit are expected to cover for several months. Previously operated by *Arriva London North* using T-class AD Trident Enviro400 diesel double-decks from Dartford (DT) garage.

199 (*Stagecoach Selkent-TL*) (Bellingham, Catford Garage & Canada Water Station) and

N199 (*Stagecoach Selkent-TL*) (Trafalgar Square & St. Mary Cray Station) LBSL (QC) contract extended for 2 years.

276 (*Go-Ahead Docklands-SI*) (Newham Hospital & Stoke Newington Common) LBSL (QC) contract extended for 2 years.

376 (*Go-Ahead Docklands-SI*) (Beckton, Bus Station & East Ham, Newham Town Hall) LBSL (QC) contract extended for 2 years.

436 (*Go-Ahead London Central-NX*) (Lewisham, Lewisham Centre & Battersea Park Station) Mon-Sat daytime frequency reduced from x7½ to x10mins.

D3 (*Stagecoach East London-WH*) (Bethnal Green, Bonnar Road & Leamouth, Orchard Place) LBSL (QC) contract extended for 2 years.

D7 (*Go-Ahead Docklands-SI*) (Mile End Station & Poplar, All Saints) LBSL (QC) contract extended for 2 years. Mon-Sat daytime frequency reduced from x7½ to x10mins, resulting in withdrawal of the last four Scania vehicles (*see vehicle news*).

EL1 (*Go-Ahead Blue Triangle-RR*) (Ilford Hill & Barking Riverside) and

EL3 (*Go-Ahead Blue Triangle-RR*) (Little Heath, Haw Bush & Barking Reach, Mallards Drive, SDO pm journeys to Barking Riverside) Owing to redevelopment work at Barking Riverside, these will be temporarily cut back to Fielders Crescent for up to 24 weeks.

PVR changes 18th September:

Arriva London North: 99 to 14/12/10 #DT201+, 160/660 withdrawn;

Arriva London South: No change to 137/N137 PVRs;

Go-Ahead Blue Triangle: EL1 to 18/16/10 #RR101+, no change to EL3 PVRs;

Go-Ahead Docklands: 376 to 8/8/5 #SI131+, D7 to 11/10/9 #SI151+, no change to 276 PVRs.

Go-Ahead London Central: 171 to 20/20/14 #NX51+. 172 to 14/14/9 #NX101+. 176 to 22+/21/16 (+2/X68) #Q401+.

436 to 17/15/12 #NX301+;

Go-Ahead London General: 22 to 16+/17/13 (+1/14) #AF61+;

Metroline Travel: 245 to 21/20/14/

Stagecoach East London: No change to D3 PVRs;

Stagecoach Selkent: 160 to 13\*/13/10 (\*660) #TL301+, 660 to +/-/- (+1/160) #TL308 (am); 310 (pm), no change to 199/N199 PVRs.

Saturday 25th September 2021:

- 277 (*Stagecoach East London-WH*) (Dalston Junction & Crossharbour, Asda) Mon-Sat daytime frequency reduced from x6-7 to x10mins, and Sunday and evenings reduced from x10 to x12mins.
- N29 (*Arriva London North-WN*) An additional two buses provided to provide extra capacity on Fri/Sat nights; these remain as ‘unscheduled’ extras for now.

PVR changes 25th September:

Arriva London North: N29 extras: #WN119/120;

Stagecoach East London: 277 to: 16/14/15 #WH151+, 474 crosslink withdrawn.

25th September (only): A one-day TfL contract by Metroline (2 x DE from WJ) operated a shuttle between Victoria Road (Atlas Road) and North Acton Station via Old Oak Lane, Willesden Junction Station Road, Acton Lane, North Acton Road, Bashley Road, St Leonard’s Road, School Road (return Chandos Road). Victoria Road. This was due to the railway bridge in Victoria Road to both traffic and pedestrians.

Saturday 2nd October 2021:

- 1 (*Go-Ahead London Central-MG*) (Tottenham Court Road Station & Canada Water Station) and
- N1 (*Go-Ahead London Central-MG/PM*) (Tottenham Court Road Station & Thamesmead, Boiler House) LBSL (QC) contract extended for 2 years.
- 38 (*Arriva London North-CT*) (Victoria Station & Clapton Pond) Mon-Fri daytime frequency reduced from x8-9 to x10mins on each of the Victoria- Hackney and Victoria- Clapton Pond sections, and Sat daytimes from x4 to x5mins.
- 42 (*Go-Ahead London Central-Q*) (Liverpool Street Station, Bishopsgate & East Dulwich, Sainsbury’s) LBSL (QC) contract extended for 2 years.
- 108/= (*Go-Ahead London Central-MG/NX*) (Stratford International & Lewisham, Town Centre) LBSL (QC) contract extended for 2 years.
- 132/= (*Go-Ahead London Central-BX*) (North Greenwich Station & Bexleyheath, Shopping Centre) Renewal of LBSL (QC) contract using new BYD/E400EV electric double-decks, in due course.
- 148/= (*London United-S*) (Camberwell Green & White City) Renewal of LBSL (QC) contract, including the new timetable introduced on 28th August (*see above*).
- 180 (Lewisham, Lewisham Centre & Belvedere Industrial Area) LBSL (QC) contract awarded to *Stagecoach Selkent* using some new BYD/E400EV electric double-decks and the balance with existing buses from Plumstead (PD) garage, in due course. Previously operated by *Go-Ahead London Central* from Morden Wharf (MG) garage. The tender award was based on a mix of electric and hybrid double-deck vehicles although to begin it is operated with diesel E400s and hybrid E400Hs from the normal Stagecoach fleet.
- 185 (*Go-Ahead London Central-Q*) (Victoria Station & Lewisham, Town Centre) LBSL (QC) contract extended for 2 years.
- 290 (Staines, Bus Station & Twickenham Station) LBSL (QC) contract awarded to *London United* using new BE-class BYD/E200EV electric single-decks in due course. In the meantime DE/DDE/DLE-class diesel E200s are being used. When electrified, some off peak workings will be covered by diesel single-decks as ‘charging spares’. Previously operated by *Abellio* using AD E20D Enviro200 diesel single-decks from Fulwell (TF) garage.
- 346 (*Go-Ahead Blue Triangle-RR*) (Upminster Station & Upminster Park Estate, Waycross Road, Mo-Sa) LBSL (QC) contract extended for 2 years.
- 349 (*Arriva London North-E*) (Stamford Hill, Rookwood Road & Ponders End Garage) Commencement of phased conversion to LT-class NRM New Routemaster operation, using surplus LTs displaced from 38, 253 and 254.
- 450 (*Arriva London South-N*) (Lower Sydenham, Sainsbury’s & West Croydon, Bus Station) LBSL (QC) contract extended for 2 years.
-

PVR changes 2nd October:

Abellio: 290 withdrawn;

Arriva London North: 38 to 36/36/30 #CT201+, 73 to 33/34/22 #CT101+;

Arriva London South: 450 no change to PVRs;

Go-Ahead Blue Triangle: no change to 346 PVRs;

Go-Ahead London Central: 132 to 16/15/12 #BX81+, 180 withdrawn; no change to 1, N1, 42, 108, 185 PVRs;

London United: 33 to 22\*/18/10 (\*290) #FW201+, 290 to 9/9/8 #FW621+, no change to 148 PVRs (introduced on 28th August);

Stagecoach Selkent: 180 to 18/18/12 #PD351+;

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

Saturday 9th October 2021:

Fr/Sa Night running times restored to routes N3 and =24.

16 (*Metroline Travel-W*) (Victoria Station & Cricklewood Garage) and

N16 (*Metroline Travel-W*) (Victoria Station & Edgware Station) LBSL (QC) contract extended for 2 years.

17 (*Metroline Travel-HT*) (Archway Station & London Bridge Station) Mon-Fri daytime frequency reduced from x8-9 to x10mins. As noted in TLB685 vehicle news, it has been partially converted to BDE-class BYD D8UR Enviro400EV electric double-decks.

21 (*Go-Ahead London Central-NX*) (Newington Green & Lewisham, Lewisham Centre) and

N21 (*Go-Ahead London Central-NX*) (Trafalgar Square & Bexleyheath, Shopping Centre) LBSL (QC) contract extended for 2 years.

32 (*Metroline Travel-EW*) (Kilburn Park Station & Edgware Station) LBSL (QC) contract extended for 2 years.

107 (*Metroline Travel-EW*) (New Barnet Station & Edgware Station) LBSL (QC) contract extended for 2 years.

189/=(*Metroline Travel-W*) (Marble Arch & Brent Cross Shopping Centre) LBSL (QC) contract extended for 2 years.

245 (*Metroline Travel-PV*) (Golders Green Station & Alperton, Sainsbury's) Mon-Sat daytime frequency reduced from x8 to x10mins.

267 (*Abellio-TF*) (Hammersmith, Bus Station, & Fulwell, South Road) Revised running times daily.

316 (*Metroline Travel-W*) (Cricklewood Garage & White City, Bus Station) LBSL (QC) contract extended for 2 years.

321/=(*Go-Ahead London Central-NX*) (New Cross Gate, Sainsbury's & Foots Cray, Tesco) LBSL (QC) contract extended for 2 years.

332 (*Metroline Travel-W*) (Brent Park, Tesco & Paddington Station) Renewal of LBSL (QC) contract, using existing TEH-class AD40H Enviro400H hybrid double-decks and LT-class NRM New Routemasters.

381 (*Abellio-WL*) (County Hall & Peckham, Bus Station) and

N381 (*Abellio-WL*) (Trafalgar Square & Peckham, Bus Station) LBSL (QC) contract extended for 2 years. Fr/Sa night running times restored.

407 (*Abellio-BC*) (Sutton, Marshalls Road & Caterham Station) Revised running times daily.

P12 (*Go-Ahead London Central-PM*) (Surrey Quays, Shopping Centre & Brockley Rise, Chandos) LBSL (QC) contract extended for 2 years.

P13 (*Abellio-WL*) (Streatham Station & New Cross Gate, Sainsbury's) LBSL (QC) contract extended for 2 years.

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

Saturday 16th October 2021:

Bishopsford Road bridge over the River Wandle is expected to reopen, so routes 118, 280 and N44 return to normal routeing, though this may be delayed by a week.

279 (*Arriva London North-E*) (Manor House Station & Waltham Cross, Bus Station) and  
N279 (*Arriva London North-E*) (Trafalgar Square & Waltham Cross, Bus Station) LBSL (QC) contract extended for 2 years.

718 (*Go-Ahead London General-AL*) (Morden Station & Bishopsford Road circular) This temporary route in place for the river Wandle bridge collapse is expected to be withdrawn.

W3/= (*Arriva London North-WN*) (Finsbury Park Station & Northumberland Park Station) LBSL (QC) contract extended for 2 years.

Saturday 23rd October 2021:

19 (*Arriva London North-AR*) (Battersea Bridge, South Side & Finsbury Park Station) Mon-Sat daytime frequency reduced from x8 to x10mins.

42 (*Go-Ahead London Central-Q*) (Liverpool Street Station, Bishopsgate & East Dulwich, Sainsbury's) Mon-Sat daytime frequency reduced from x12 to x15mins.

68 (*Abellio-WL*) (Euston Station & West Norwood, High Street) Mon-Fri peak frequency reduced from x7½ to x8-9mins and Mon-Sat daytimes from x8-9 to x10 mins.

88/= (*Go-Ahead London General-SW*) (Parliament Hill Fields & Clapham Common, Old Town) Mon-Sat daytime frequency reduced from x8 to x10mins, with an additional AM peak journey.

133 (*Arriva London South-BN*) (Liverpool Street Station & Streatham Station) Mon-Fri peak frequency reduced from x5 to x7½mins.

149/= (*Arriva London North-AR*) (London Bridge Station & Edmonton Green Station) Mon-Fri peak frequency reduced from x6 to 7½mins and Mon-Sat daytimes from x7 to x8 mins.

349 (*Arriva London North-E*) (Stamford Hill, Rookwood Road & Ponders End Garage) Revised Mon-Fri timetable with removal of additional peak hour journeys.

Saturday 30th October 2021:

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

A10 (*Metroline West-UX*) (Uxbridge Station & Heathrow Airport Central) Mon-Sat daytime frequency reduced from x15 to x20mins, and Mon-Sat evenings from x20 to x30mins.

Sunday 31st October 2021:

246 (*Stagecoach Selkent-TB*) (Bromley North & Westerham) Last day of seasonal Su/PH extension to Chartwell.

Saturday 6th November 2021:

221 (*Arriva London North-WN*) (Edgware Station & Turnpike Lane Station) LBSL (QC) contract extended for 2 years.

313 (*Arriva London North-E*) (Chingford Station & Potters Bar Station, SDO to Dame Alice Owen's School) Renewal of LBSL (QC) contract, using existing LT-class NRM New Routemasters. The school journeys to and from Dame Alice Owen's School to be retimed to better match school times.

Saturday 13th November 2021:

13/= (*Tower Transit-X*) (Victoria Station & North Finchley) Mon-Sat daytime frequency reduced from x6 to x8-9mins, with extra peak journeys withdrawn.

38 (*Arriva London North-CT*) (Victoria Station & Clapton Pond) &

N38 (*Arriva London North-CT*) (Victoria Station & Walthamstow Central Station) LBSL (QC) contract extended for 2 years.

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

Saturday 13th November, continued:

- 63 (King's Cross St. Pancras Station & Honor Oak, Forest Hill Tavern) &  
 N63 (King's Cross St. Pancras Station & Crystal Palace) LBSL (QC) contract awarded to *Abellio* using new electric double-decks, in due course from Walworth (WL) garage. Route N63 will be operated by existing hybrid double-decks. Currently operated by *Go-Ahead London Central* from Peckham (PM) garage.
- 258 (*London Sovereign*-BT) (Watford Junction & South Harrow Station) Re-allocated from Edgware (BT) garage to Park Royal (RP) garage thus novated to *London United*. This move is to facilitate a new electric operation at Edgware (BT) when route 125 is gained. The knock-on effect then meant the move of the 283 (see below).
- 283 (*London United*-RP) (East Acton, Brunel Road & Hammersmith, Bus Station) Re-allocated from Park Royal (RP) garage to Stamford Brook (V) garage.
- 363 (*Go-Ahead London Central*-PM) (Crystal Palace & Elephant & Castle) LBSL (QC) contract extended for 2 years.
- 414 (Putney Bridge Station & Maida Hill, The Chippenham) LBSL (QC) contract awarded to *Tower Transit* using existing hybrid double-decks from Westbourne Park (X) garage. Withdrawn between Marble Arch and Maida Hill. (See consultations below). Currently operated by *Abellio* from Battersea (QB) garage. Note this has been brought forward from the original date of 20th November.

Saturday 20th November 2021:

- 14/= (*Go-Ahead London General*-AF) (Putney Heath, Green Man & Russell Square) LBSL (QC) contract extended for 2 years.
- 39 (*Go-Ahead London General*-PL) (Clapham Junction, Falcon Road & Putney Bridge Station) LBSL (QC) contract extended for 2 years.
- 74 (*Go-Ahead London General*-AF) (Baker Street Station & Putney, High Street) &  
 N74 (*Go-Ahead London General*-AF) (Baker Street Station & Roehampton, Danebury Avenue) LBSL (QC) contract extended for 2 years.
- 430 (*Go-Ahead London General*-AF) (South Kensington, Natural History Museum & Roehampton, Danebury Avenue) LBSL (QC) contract extended for 2 years.
- 436 (*Go-Ahead London Central*-NX) (Lewisham, Lewisham Centre & Battersea Park Station) LBSL (QC) contract extended for 2 years.
- H20 (*Abellio*-TF) (Hounslow, Civic Centre & Twickenham, Tesco) LBSL (QC) contract extended for 2 years.
- U7 (*Abellio*-WS) (Uxbridge Station & Hayes, Sainsbury's) LBSL (QC) contract extended for 2 years.

Saturday 27th November 2021:

- W19 (*HCT Group*-AW) (Ilford High Road & Walthamstow, Argall Avenue Industrial Estate) LBSL (QC) contract extended for 2 years.

Saturday 4th December 2021:

- 152 (*Go-Ahead London General*-AL) (Pollards Hill, Westmorland Way & New Malden, Fountain) LBSL (QC) contract extended for 2 years.
- 157 (*Arriva London South*-TH) (Crystal Palace & Morden Station) LBSL (QC) contract extended for 2 years.
- 413 (Sutton Garage & Morden Station) LBSL (QC) contract retained by *Go-Ahead London General* using existing SEN-class AD E20D Enviro200 diesel single-decks from Merton (AL) garage. This had been novated from *Quality Line* from 3rd July 2021. The 413 is due to be converted to S<sub>EE</sub>-class BYD/E200EV electric single-decks using some withdrawn from routes 507 and 521.
- 655 (Mitcham, Fair Green & Raynes Park High School) LBSL (QX) contract awarded to *London United* using existing ADE-class diesel double-deck from Tolworth (TV) garage. Currently operated by *Go-Ahead London General* from Merton (AL) garage.

## SERVICE PROPOSALS

Catching up with some previously listed consultations, and the first concerns route **414** which is proposed to be cut-back from Maida Hill to Marble Arch. TfL stated in the consultation that this section is adequately covered by route 6. 603 responses were received, 84% of which were concerned this will make journeys longer. Nevertheless, the change is intended to be introduced from 13th November, at the same time the contract is renewed.

Route **233** was proposed by TfL to be converted from Hail & Ride along Longlands Road, Sidcup to fixed stops. 212 responses were received, with 46% saying this would have a negative effect, with 27% remaining neutral. The London Borough of Bexley said that in view of the response, they were not willing to support the scheme so this proposal will not take place.

Route **92** was proposed to be re-routed in Greenford, via Berkeley Avenue and Greenford Road. 235 responses were received, and again in spite of 49% respondents received, concerning extra walking time and possible lack of capacity, TfL will proceed with the scheme, as new residential development and a school are planned for “Greenford Quay” by 2023.

South Newham proposals for routes **101, 241 262 and 325** were also announced. Originally, the proposals were to curtail routes 101 and 262 at Beckton Bus Station, with route 241 extended from Custom House to Royal Wharf and 325 to Royal Albert Dock. 781 people including 12 stakeholders responded to the consultation questionnaire. 42 per cent of the total comments opposed the changes to routes 101 and 262. Having taken the comments into consideration, TfL propose to proceed with the changes to routes 101 and 241 but amend the proposal to terminate route 262 at Gallions Reach. Route 325 proposals will also proceed providing a new stand can be established at Royal Albert Dock. These changes are ‘unlikely to happen during the winter of 2021/22.’

Now for some new proposals. Route **410** currently has a relatively unusual feature in London by having two short “double runs” in both directions off the main route in Davidson Road, Selhurst, at Christie Road and Towpath Way. TfL opened a consultation on 6th September to 17th October to replace these double run manoeuvres with a pair of fixed stops on Davidson Road between the two.

A further consultation was opened on the same dates for Route **497**, introduced only on 20th January 2020. This short route was introduced between Harold Wood and Harold Hill, as a new route to connect with the Elizabeth Line and to encourage use from new development. A review of the first year, says TfL is disappointing, notwithstanding the Covid pandemic which cannot have helped. One option is to withdraw the service without replacement, or the other option is to change the current out of service terminal working into passenger service, by extending the route from Harold Hill via route 174 to serve the Dagnam Park Drive loop working.

Another stop change concerns Hatch Lane, Chingford, where routes **212, 357 and 657** westbound serve a bus stop in Hatch Lane that deviates from New Road. Stop HS will be relocated by a new stop on New Road. This consultation ran for a shorter time, from 17th September to 15th October.

Finally, it was announced that the City of Westminster have abandoned the experimental closure of the East-West junction at Oxford Circus for this winter. Instead, they are to concentrate on consulting with residents and businesses for a permanent plaza, which may change the original plans outlined in TLB683.

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

TLB683 p15-16: 633 extended to Pollards Hill.

TLB684 p16: R7 in Chelsfield.

TLB685 p13: Bank Junction.

Other more minor examples involve road layout changes.

## **FORTHCOMING CHANGES IN BRIEF**

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

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

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

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

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

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

15th Jan 22: CR on 273 (Stagecoach Selkent), New route 733 (Tower Transit).

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

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

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

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

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

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

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

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

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

26th Mar 22: CE+2 on 76/= (G-A London General), 259 (Arriva LN), 362, 462 (Stagecoach East London).

2nd Apr 22: CR on 13/= (Tower Transit), 432 (G-A London General to Arriva LS), CR7 on 617,629 (Sullivan Buses), 678 (Stagecoach East London to Tower Transit), CE+2 on 2/N2, 19/N19, 249 (Arriva LS), 113/N113 (Metroline), R1/R11, R2, R3, R4, R6, R8 (G-A Metrobus).

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

16th Apr 22: CE+2 on 195 (Abellio), X26 (G-A Metrobus).

30th Apr 22: CR7 on 111/= (London United to Abellio), CR7 on 322\*(G-A London General to Abellio), 350 (Abellio), CR7 on U10 (Metroline West), CE+2 on 110 (London United), 236 (Tower Transit), 394 (HCT Group), P4 (Stagecoach Selkent), U1, U2, U3, U4 (Metroline West).

21st May 22: CR7 on 135 (G-A Docklands to Tower Transit) 433\* (Abellio), CE+2 on 464 (Abellio).

4th June 22: CR7 on 217 (Sullivan Buses), CE+2 on 253/N253, 254 (Arriva LN).

25th June 22: CR7 on 70 (London United).

28th May 22: CR7 on 177 (Stagecoach Selkent), CE+2 on E6 (Metroline West).

2nd July 22: CE+2 on C1 (London United).

23rd July 22: CE+2 on 280 (G-A London General).

30th July 22: CR7 on 613 (London United).

## **OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS IN LONDON**

**HCT Group** had suspended route **812** operated on behalf of Islington Council since the pandemic began on 30th March 2020, with the expectation it would return, but it hasn't and seems unlikely to start again.

**Stagecoach East London** have been granted a new application for two overnight 'event' services operating only on Sa/Su mornings from 00:01 to 05:00 from Surrey Quays 'Printworks' to Liverpool Street Station (Route PW1) and from Surrey Quays 'Printworks' to Brixton, Brixton Road (Route PW2). A 10-minute service is offered non-stop with double-decks and runs on Saturdays from 18th September until 1st January 2022, and Sundays from 17th October to 19th December 2021. For those not familiar with 'Printworks', this is the former Harmsworth Quays printing facility opened in 1989 for the Evening Standard, Daily Mail and Metro, but only lasted until 2013 when it was converted into an multi-purpose event arena (and I saw the first concert held there in March 2018!)

## **DIVERSIONS, DEVIATIONS AND DISRUPTIONS**

On Sunday 3rd October 2021 the **London Marathon** took place, as special services and extensive temporary diversions or curtailments in parts of South-East, East and Central London.

The **Extinction Rebellion** protest group re-appeared in central London on 22nd August with intention of staying until 5th September and with a objective on disrupting traffic. Trafalgar Square and the Charing Cross Road was first on the 23rd, with a large pink table set up in the middle of the road. 24th was London Bridge and Cavendish Square; 25th the Brazilian Embassy and Piccadilly Circus; 27th was in The City with Bank Junction blocked and red paint on the Guildhall; On 28th it was Smithfield Market (by the 'animal' faction) followed by demo activities in north London on 29th and west London on 30th. Yes, they disrupted traffic in many places but, unlike last time, only for fairly short periods. They had vowed not to attack public transport and as far as we can see they didn't as such – if you exclude road blocks, huge traffic congestion and masses of bus diversions!

It was followed by another protest group **Insulate Britain**. They began by blocking motorway junctions but it soon spread to other major roads and in London as well, with Wandsworth Bridge on one day being a notable example and where angry drivers hauled protestors out of the road!

**General:** An astute reader has pointed out that I didn't forget to mention the Old York Road diversion in Wandsworth, as I mentioned it in TLB681! Having said that, owing to a void in Ferrier Street, routes **28/N28, 44/N44** were diverted eastbound as well via Swandon Way from mid-September. This diversion is likely to remain in place for the rest of the year as Network Rail plan to start works on the overbridge at Wandsworth Town. From 24th September, through the weekend of 25/26th September, and into the following week, 'panic buying' of fuel led to queues of vehicles at filling stations and caused major disruption to bus services especially throughout the weekend and beyond, with many delays and curtailments.

**Central:** From 17th to 22nd September, owing to a burst water main in Pitfield Street, Old Street, route **394** is diverted in both directions via Kingsland Road, Old Street, City Road, then Provost Street, Vestry Street and East Road towards Islington and New North Road and East Road towards Homerton. Thanks to Joel for the report. From 21st to 30th September, owing to water works in Rosebery Avenue, routes **19/N19, 38/N38 and N41** are diverted northbound via Clerkenwell Road, Goswell Road and City Road. From 25th September to 3rd October, owing to crane operations in Farringdon Road, routes **63/N63 and 341** temporarily diverted in both directions via Charterhouse Street, Holborn, Gray's Inn Road, Clerkenwell Road and Rosebery Avenue. Route **40** is curtailed at Farringdon, Charterhouse Street.

**South:** From 9th September to 9th January 2022, owing to an unsafe structure in Norwood Road, Tulse Hill, routes **68, 196, 322, 468, 690, X68 and N68** are diverted northbound via Christchurch Road, Hardel Rise and Tulse Hill. Further to the sink-hole that caused route **404** to divert via Marlpit Lane, member Ian reports that this was restored from 6th September. In Ewell there are several schemes to improve 'public realm' and works started here in August and may continue until March 2022. During overnight resurfacing, which closed Ewell High Street, from 19:45 to 06:15 routes **293 and 406** were diverted via Spring Street, Chessington Road and Longmead Road in both

directions, with route **470** diverting via Ewell Road and Ewell by-pass to Cheam Road. Route **467** wasn't mentioned as it doesn't run during those times, although diversion signs for it appeared! Further overnight resurfacing from 20th September to 7th October at Ruxley Lane/Kingston Road caused a further diversion with route **406** diverting at Tolworth Junction via A3, Hook Road, Bridge Road, Moor Lane to follow route 418 to and from Epsom. Thanks to Graham for the report.

**South-East:** Once again, as previously reported here, owing to telecommunications works in Cudham Lane South, routes **R5/10** are diverted between 09:30 and 16:00 daily between Knockholt Pound and Green Street Green via Pratt's Bottom thus not able to serve Cudham area. The latest closures were between 13-17 September and 20th September to 1st October.

**South-West:** From 6th September to 26th November, owing to works at North End Road market, routes **28/N28 and 306** are diverted southbound via Lillie Road, Munster Road and Dawes Road.

**West:** From 26th September to 3rd October, West Drayton Station approach in Yiewsley was once again closed for water works but the road re-opened on time. During the closure, routes **222/=, 350, U3, U5 and U10** operated direct via the High Street, along with route **698** operating to and from the station out of service. Route **U1** reverted to turning via Church Road. Thanks to Chris for the report. From 13th September to 12th January 2022, Aerial Way at White City is closed northbound owing to roadworks. Routes **31, 49, 207, 228, 237, 260, 316, 607 and C1** are diverted Shepherd's Bush Green, Wood Lane and Aerial Way West to White City Bus Station. On 1st/2nd/3rd October Beresford Avenue in Alperton was closed for resurfacing; route **224** diverted between Park Royal (Abbey Road) and Alperton Sainsbury's, running non-stop in both directions via the North Circular Road and Hanger Lane.

**North:** From 7th September to 9th November owing to water works in Adelaide Road, routes **31 N28 and N31** are diverted in both directions via Avenue Road (towards White City), College Crescent, Buckland Crescent, Belsize Park, Belsize Avenue and Haverstock Hill, with route **C11** joining in between College Crescent and Belsize Avenue. This was previously reported in TLB684 as running from 24th July to 7th September, but I understand the works were deferred.

**East:** Canning Town Bus Station reopened fully from 13th September. Thanks again to Chris for the update.

## **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.

The refuelling crisis that developed on 23rd-26th September had severe effects all round. As an example, Go Coach posted this on Monday 27th. "We have currently suspended all daytime services" - 1, 2, 5, 6, 8, 208 (except school journeys), 280, 283, 289, 429, 474, 475, Dart 1 & Dart 2. We are operating Fastrack AZ, go2Direct, 208 (school services only), 237, E1 plus all 34(!) school routes. However from 1st October service resumed on the 208, 280, 283, 429, 474, 475.

On the 29th a rep from Vale Travel in Aylesbury was on national radio saying that they couldn't cover all their school routes (some are quite lengthy) and that some fuel stations were refusing to sell them diesel or were limiting sales to £35 – that wouldn't take the bus very far! Staying in Aylesbury, Red Rose, Redline and Red Eagle have also experienced fuel shortages (and denials) and all have been cutting services, on both normal and school routes.

While the large operators tend to have their 'guaranteed' fuel supply and have storage tanks at their garages, smaller operators tend to use normal public fuel stations. Not only fuel and what most operators don't seem to want to publicise, driver shortages are occurring all over the area now, some citing staff leaving to get higher wages on HGV work or leaving due to working conditions.

This sort of situation has obviously been happening all over our areas in ad-hoc forms.

### **West and South ESSEX, including THURROCK**

Friday 1st October:

808 (*Brentwood Community Transport*) (Hutton & Warley via Stations and Brentwood Town, M-F) Operator website says it was suspended from 24 March 2020. The hourly timetable has been on Traveline with no indication of whether it runs or not. N&P on 29th September 2021 quoted a timetable change from 1st October. I suppose that might mean a resumption of service.

### **HERTFORDSHIRE and southern BEDFORDSHIRE**

Saturday 24th July (additional to TLB684 page 20):

41 (*Grant Palmer*) (Clophill & Luton, M-F peaks) Route withdrawn. I presume that 24 July was the effective date (although none was quoted on GP's website) as other GP local routes (42/44, 78/79) in that area were altered on that day. The route registration for the 41 was dated 9th August.

Sunday 29th August:

Luton is yet another *Arriva (AtS)* garage doing schedule changes en-bloc. Routes 1, 4, 12, 13, 14, 23, 24, 25, 26, 27, 28/28B, 29, 31, 32, 321, A and Z all listed as 'timetable changes'. These are very minor adjustments for reliability. However the A is revised to be x10mins throughout from Dunstable via Luton Town through to Luton Airport.

*Centrebus (Luton)* has reinstated Saturday services on Busway services E and L; no dates have been mentioned by the company but it seems that 29th August was the most likely date.

Sunday 26th September:

B3 (Borehamwood local) At one week's notice the successful bidder *Reg's Coaches* declined to proceed with the contract, so it stayed with *Sullivan Buses*.

341/641, 601, 614/644 (*UNO*) Minor timing adjustments to some M-F peak journeys.

602 (*UNO*)(WG City & Watford) On Mon-Sat evenings buses will no longer do the South Hatfield loop, instead running as in daytime direct between The Forum and Hatfield Town Centre. Evening buses on 653 serve South Hatfield, as do Sunday buses on the 602.

610/611 (*UNO*) (Luton & Enfield) The isolated journeys that run only in M-F peaks through to or from Enfield are cut back to terminate at Cockfosters Station in line with the main service.

---

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

Sunday 26th September: Three special one-day-only routes for Showbus at the Herts showground at Redbourn were: S99 (*Red Rose*) from St Albans City Station; SX (*Arriva tS*) from Luton (near Parkway), the Station Interchange and Dunstable ASDA; 1S (*Carousel Buses*) being an extension of route 1A from High Wycombe, Amersham and Hemel Hempstead.

Sunday 3rd October (or first appropriate weekday)

Almost all Whitbread Wanderbus services in Mid-Beds and Herts were altered and new routes W3S, W6A, W8A, W12B added. Rather than a mass of detail, it is easier to present the full new network.

- W1 (1st & 3rd Weds) Stotfold via Henlow, Langford, Broom, Stanford to Bedford.
- W2 (1st & 3rd Weds) Clifton Park, Meppershall, Stondon, Shillington, Gravenhurst to Bedford.
- W3 (Mon) Campton via Gravenhurst, Shillington, Stondon, Meppershall to Biggleswade.
- W3S (Mon) Stotfold to Biggleswade.
- W4 (1st Thurs) Shefford via Clifton, Broom, Langford, Henlow, Stotfold to Welwyn Garden City.
- W5 (Fri) Barton via Barton, Shillington, Stondon, Meppershall to Baldock Tesco.
- W6 (4th Weds) Gravenhurst via Shefford, Clifton, Henlow to Cambridge.
- W6A (4th Weds) Meppershall via Shillington, Stondon, Stotfold to Cambridge.
- W7 (Fri) Shefford via Clifton, Henlow, Arlesey to Letchworth (Town/ Morrisons/ Sainsburys).
- W8 (2nd Weds) Shefford via Clifton, Broom, Langford, Henlow to St Albans.
- W8A (2nd Weds) Meppershall via Stondon, Shillington, Barton to St Albans.
- W9 (2nd Thurs) Shefford via Clifton, Henlow, Langford, Broom, Upper Caldecote to St Neots.
- W10 (2nd Thurs) Meppershall via Shillington, Stondon, Stotfold to St Neots.
- W11 (3rd Thurs) Meppershall via Stondon, Shillington, Gravenhurst to Milton Keynes.
- W12 (Tues) Meppershall via Shillington, Barton, Pegsdon to Hitchin.
- W12B (Tues) Campton via Gravenhurst, Barton, Pegsdon to Hitchin.
- W13 (3rd Thurs) Stanford via Broom, Langford, Henlow, Clifton, Shefford to Milton Keynes.
- W14 (1st Thurs) Campton via Gravenhurst, Shillington, Stondon, Meppershall, Shefford to W.G.City.

Saturday 23rd October:

- 40/40A (*Centrebus*) (Dunstable & Kensworth circulars, M-S) Saturday service increased.
- 96/96A (*Centrebus*) (Letchworth & Stotfold, M-S) Saturday service increased from 3 to 6 round trips.

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

Monday 26th July: Service restored on Risborough Community Bus after Covid suspension.

Thursday 9th September: (temporary reductions at present)

- 7 (*Red Rose*) (Aylesbury & Bedgrove, M-S) Further reduced to x40min so as to work with one bus.
- 10 (*Red Rose*) (Aylesbury & Stoke Mandeville Hospital, Daily) Three days after the change (TLB684 p24) reduced M-F from x15 to x20min.

Monday 20th September:

- 500 (*Arriva KT/tS*) (Aylesbury & Watford) Several minor timing changes to M-F afternoon journeys.

Monday 27th September:

- SR1 (*Red Rose*) (Aylesbury & Fairford Leys) Mon-Fri frequency reduced x20/x30 to all x30min.
- 17 (*Red Rose*) (Aylesbury & Bicester, M-S) Minor timing adjustments on certain peak jnys.
- 55 (*Red Rose*) (Aylesbury & Chesham, M-F) Minor timing adjustments on certain peak jnys but two M-F daytime offpeak jnys in each direction are withdrawn.

These changes may prove to be temporary but they are being listed in the 'permanent' style.

---

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

**SURREY and northern parts of WEST SUSSEX:**

This summer's 'Great Days Out' from London General Commercial Services. (25 July to 29 August)

Note that most of these are different to previous years, so we 'start again'. I know it is a bit late but this is just for the record. The 771-778 pick-ups at Kingston, Raynes Park, Morden, Sutton, Banstead, Tadworth, Lwr Kingswood. The 779 started at Sutton.

771 to Weald & Downland Living Museum and Chichester (Sat 07 Aug).

772 to Lewes and Drusillas Park (Sat 14 Aug).

773 to Legoland (Sat 21 Aug).

774 to Brighton and Worthing (Weds 04, 11, 18, 25 Aug).

775 to Brighton and Eastbourne (Suns 25 July, 01, 08, 15, 22, 29 Aug).

776 to Margate and Broadstairs (Tues 27 July, 03, 10, 17, 24 Aug).

777 to Hastings (Thurs 29 July, 05, 12, 19, 26 Aug).

778 to Bournemouth (Sats 31 July, 28 Aug).

779 to Portsmouth and Southsea (Mons 26 July, 23 Aug).

Monday 13th September (correcting detail and date in TLB685)

RH2/ RH3 (*Diamond Bus*) After all, these remained at Diamond Bus but with timing changes. The RH2 runs a local service at the RHC to Kingswood Halls on Mon-Fri daytime and RH3 runs from Egham to RHC and Kingswood Halls on M-F evenings, Sats, Suns and P/Hols.

Monday 20th September:

RH1 (*Diamond Bus*) (Egham Station & Royal Holloway College, M-F except evenings) Withdrawn, but replaced by *First Berkshire* route 8B to the same days and routing.

32 (*Compass Bus*) The afternoon SDO jny from St Bede's, Redhill retimed earlier.

655 (*Bear Buses*) (Stanwell Moor & Bishop Wand School, SDO) Morning journey retimed.

Monday 4th October:

409, 410, 411, 422, 424, 602, 604 (*Southdown PSV*) Sadly, one of the few companies to actually issue a printed timetable book (only in July) is having to make minor changes. All are at school times, some leaving earlier in the morning, some with longer loading time at schools.

Saturday 30th October:

461 (*Falcon Buses*) (Kingston & St Peter's Hospital, M-S) The Falcon daytime service will divert via Field Common Estate. The M-S evening and Sunday *Diamond Bus* service already does that.

Monday 1st November:

462/463 (*White Bus*) (Woking & Guildford, M-S) Timing change, also one extra 462 (16:50 GF>Wok).

**North and west KENT:**

At Go Coachhire timetable changes were registered (nominally dated 30 August) on SDO services D12, D13, S1, S4, S5, S6, S7, S8, S10, S11, S12, S13, S31, S32, S33, S34, T3, T13, TW1, TW2, TW3, TW4, TW5, TW6, TW7, TW8, TW9, TW10, TW12, TW13. The majority of 'changes' would have been 'cosmetic' and I do not intend to try to detail them although the M&D and East Kent Bus Club's 'Invicta' has worked out notes of any significance (see below).

All Dartford and Tunbridge Wells school routes started as normal from 2nd September, and to Tonbridge schools on 3rd September. S10 and S12, and S11 and S13, were merged on 1st September, and S33 did not operate before all Sevenoaks school journeys resumed as normal on 2nd September. HC1, noted last month as de-registered, is now operated by Ham, Flimwell. Dart 3 was to resume on 8th September. Access Travel may be assisting school workings. From 20th September, TW5 was withdrawn (elements being replaced by TW7, Autocar 403 and AKS 402), and TW8 was worked by Brookline for two weeks.

## PUBLICITY NEWS

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

‘sit alongside and feel me breathe’ is a brave title during a global pandemic of a respiratory disease for Helen Canmmock’s artwork on the front of the September 2021 **“Tube map.”** The artwork comprises the words printed in white and scattered randomly across a black rectangle. The colour is appropriate for the key change on the map; the opening of the Northern line extension to serve Nine Elms and Battersea Power Station. To accommodate this, Vauxhall has been shifted south with the new line taking a westerly alignment through Nine Elms before turning south to reach its destination. In doing so this creates another topographical error on the map, Vauxhall being shown as south of the new extension where it is actually to the north. The junction between the two branches at Kennington has been removed from the map, the two branches now being linked by the ‘Internal interchange’ symbol, suggesting there is no longer a direct service from the Charing Cross branch to Morden. In reality there is a regular ten-minute weekday peak hour service operating in both directions, plus occasional trains at other times. Other changes reflect accessibility improvements, the new TfL Rail stations at Southall and Ealing Broadway see both gain the ‘Step-free access from street to platform’ symbol. At the latter station the three lines are now separated out reflecting that passengers on the District Line have step free access from street to train, whilst those on the Central and TfL Rail can only reach the platform. The blue box at the base ‘Check before you travel’ reminds customers about the suspension of Night Tube and Night Overground services but removes reference to some stations having reduced opening times due to coronavirus. The map still ignores the restricted operations on the Waterloo and City line.

Accompanying the map is **“The new Northern line extension to Nine Elms and Battersea is now open”**, a four page slimline extolling the virtue of what is billed as the first major extension to the network this century. The front page has the title, a drawing showing some landmarks along the new extension and the strap line ‘Bringing more of London together’, all connected by a meandering black line running from top to bottom. This continues down the middle of the centre spread which contains a welcome from Sadiq Khan and narrative highlighting the new found connectivity Battersea now enjoys to the West End. The vertical black line reappears on the rear where it provides addresses for the two new stations, accompanied by information on nearby bus and cycle provision. A small print date is September 2021.

Alexandre da Cunha’s **“SUNSET SUNRISE SUNSET”** has been installed at Battersea Power Station (the underground station rather than the more famous former generating facility) as part of Art on the Underground. The title is repeated no fewer than twenty-four times across the front of the bright yellow slimline, with narrative outlining the work on the reverse.

Sudbury Town is the setting for **“Pleasure’s Inaccuracies”**, another Art on the Underground installation by Lucy McKenzie which is on display from November 2020 until November 2021. The front of the double-sided slimline features an extract of the work, the reverse has narrative explaining the work’s aim of asking ‘the public to reconsider the historic character of Sudbury Town and see it with fresh eyes, as a destination rather than merely a site of transit.’

Following ‘Travel Safely on London Overground’ reviewed in TLB682 and ‘Let’s Keep Safe Together’ in the following issue, **“You can travel safely on our network”** is a multifold slimline aimed at reassuring passengers on all TfL services that the network is Covid safe. After a brief welcome by Sadiq Khan it outlines cleaning measures, ventilation and what passengers can do. The section about free hand sanitizer is accompanied by the logo of manufacturer Dettol. All information is correct to July 2021.

---

----- *Publicity News* -----

Two circular tour routes plus a ‘hotel return service’ and river cruise are shown on the map that dominates Big Bus’ **“Hop-on Discover Hop-off Explore”**, a multifold slimline valid from 1 July. Timing information is restricted to first and last buses, tour duration and frequency.

Tower Bridge, viewed through the glass roof of the vehicles used, features on the cover of **“Bustronome”**, the multifold slimline showing the route taken by this dining bus tour. The reverse has departure times for lunch and dinner tours, accompanied by a price list, which intending passengers can reduce by 20% using the discount code ‘Bustro2020’ printed on the front. The code also gives the only clue to the publication date.

Key destinations, each separated by three wavy lines to represent the river, can be found on the cover of **“Uber Boat by thames clippers Timetable”**, a multifold credit card sized leaflet valid from June 2021. When unfolded one side has a composite timetable showing routes RB1, RB2 and RB6 which between them provide links stretching from Putney downstream to Woolwich Royal Arsenal. Cross river RB4, offering a regular link every ten to fifteen minutes, is provided with a QR code for those wanting specific times. The reverse has a tube style network map, ticket prices and another QR code for those wanting a full timetable online.

---

Putting the publicity of many larger commercial operators to shame are two items from community operator Wanderbus, staffed entirely by volunteers. Both the operator’s vehicles feature on the cover of **“Current Timetable Valid from 3<sup>rd</sup> October 2021”**, along with promotion of new routes to Cambridge, St Albans, Baldock and Bedford Interchange Retail Park. Inside the twelve-page A5 book is a summary of the routes, showing key stops and the days of operation. Full timetables are provided for each of the routes, with the back cover given over to contact details and a potted history of the operator founded in 1989. The same route summary is on the front of **“New Timetable operating from Sunday 3<sup>rd</sup> October 2021”**, with the new routes list also highlighting a service to Baldock. The remainder of the eight-page A5 book has summary tables of the Wanderbus routes serving fifteen villages.

Revised running times on route 102 to serve Wilton Park can be found in the latest edition of Carousel’s **“chiltern hundreds”** valid from 29 August. The thirty-two page slimline book is in the same format as the previous edition reviewed in TLB674, giving full timetables for routes 101/102 (including journeys on route 104), 103, 104/105 and 106/107, accompanied by information about fares and local days out. Unfortunately, the revised road layout required to serve Wilton Park has not been completed in time to allow buses to serve the area, resulting in driver running cards stating ‘extra running time between Beaconsfield Maxwell Road and Gerrards Cross East Common please wait departure times accordingly’. Thanks to the LOTS member who provided this additional information. Previously unreported is **“39 includes 39A school day journeys”** valid from 17 April 2021, presented in the same format as the later edition reviewed in TLB685.

As predicted in TLB685, the printed leaflet for Arriva’s route 280 has been delivered to households living along the route. Thank you to the member who took time to report this. A halcyon scene of a family punting along the Isis can be found on the cover of **“JUMP ON THE 280 AND EXPLORE OXFORD”** with ‘Buses every 20 minutes’ highlighted in a pink box. The four-page A5 leaflet has a centre spread of text and photos promoting attractions of Oxford. The reverse has an advert for the Arriva Bus app, illustrated with a generic picture of people enjoying a drink. Given the many reviews of the app it is probably a prudent move to have included the @arrivatheshires address for Facebook and Twitter, although a proper timetable might do more to encourage customers to consider using the bus. As this item is unlikely to reach the few remaining publicity outlets in the area members wanting to peruse this in more detail are welcome to e mail the address at the head of this column for a scanned copy.

---

Seeking to take advantage of the ‘staycation’ boom Golden Tours and Tootbus have competed on the same sightseeing circuit around Windsor this year. **“Hop-on Hop-off Open Top Tour of Windsor”** is a simple multifold slimline outlining Golden Tours offering. The cover features a smiling couple on the top deck against a backdrop of the castle viewed from the Long Walk. When opened it offers a map of the route annotated with key stops and sights, but gives no indication of times, frequency, or dates of operation. This is presumably to encourage passengers to follow the recommendation to pre book tickets. The rear cover advertises the company’s tours in London and day trips from the capital. A print code on the reverse suggests it was published in June 2021. The Long Walk also features on the cover of Tootbus’ **“Windsor Sightseeing Bus Tours”**, a multifold slimline in the corporate style. This offers limited information about times and frequencies, with ‘High season’ passengers in July and August provided with times of first and last buses from the ten stops and a note about a 30-minute frequency. ‘Low season’ passengers in April to June and September to December have narrative explaining the last bus runs an hour earlier than in the high season; also stating that the tour only operates hourly at weekends, plus daily in September and October half term.

**“London or Heathrow Airport Slough Windsor Legoland”** is another thirty-two page slimline book from Reading Transport. It is the same style as the previous edition reviewed last month, providing times from 6 September.

A plethora of leaflets from Metrobus, the first since TLB667. **“Take in the views on routes 21 and 22”** is a multifold slimline valid from 17th April 2021, the same format as **“Route 23 Relax by the sea”** valid from 28th August 2021. The same date is used on **“Route 270 – Get out and about”**, **“Routes 271 and 273 – So much to enjoy”**, **“Route 272 – See more of nature”** and **“Route 291 – Country miles and pantiles.”** The converted Water Tower from West Park Hospital dwarfs a Metrobus Enviro 200 on the cover of two versions of **“Routes E9 E10.”** Valid from 1 June 2020, the first multifold slimline has full timetables for both routes, accompanied by fares information and a combined route map. The Surrey County Council logo appears on the cover, reflecting their contribution to the route. The latest version is valid from 28th August 2021 and is identical in design with the addition of ‘From 28 August Later journeys added Plus new Sunday service’ to the cover. The remaining leaflets reported are in A5 format, of which **“1”** and **“3”** are leaflets in the corporate design used by Metrobus, both valid from 28 August. Others are simply printed timetable panels covering **“84”** from 1st June 2020, **“4/5”** from 6th March 2021 and **“2”** valid from 28th August 2021. This latter date also appears on panels for **“10”**, **“51”**, **“61”**, **“65”**, **93”**, **“100”**, **“200”**, **“281”**, **“400”**, **“420/460/820”** and **“460/480.”** Readers anticipating a Metrobus timetable book covering the many changes from 28 August should note that the company currently plan not to issue one.

Complementing ‘Bus Times’ dated 24 July 2021, reviewed in TLB683, are a quartet of A5 leaflets from Southdown, each having four pages. Enviro400 MMC Scania YN18SCZ graces the cover of **“Bus Times Lingfield & East Grinstead”** providing a combined timetable for routes 236 and 409, whilst route 485 is covered in a separate table. All three routes are shown on ‘East Grinstead Area Map’, a simple line diagram. A different view of the same bus can be found on the cover of **“Hurst Green Bus Times”**, offering a full timetable and simple map of route 410. The new Sunday service is heralded on the cover of **“422 & 424 Bus Times”**, each route having a separate timetable but with a colour combined dumbbell shaped route map appropriate for these complimentary circular routes. Route 422 is printed in red on the cover, timetable and map, whilst green is used for the 424, making for a very user-friendly leaflet. Enviro 20D YX68URD stars in the cover photo. Completing the set, with a quintessentially English cricket game on the cover, is **“Oxted Bus Times”** which has timetables for routes 236, 410, 594 and 595.

## CURRENT VEHICLE NEWS

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

### General news:

The double-deck Volvo/ MCV mentioned in TLB685 is actually called a Volvo BZL Electric. There will also be a single-deck version. The double-deck is 10.585m length, the single-deck 11.815m.

Another electric double-deck hoping to enter the market is made by Equipmake of Norfolk who has its prototype bodied in Spain by Beulas and is red, dual door to TfL spec.

The initial shorter BYD/AD E400EV arrived at BYD Iver on 4th October. It is red and to TfL spec. but had no registration plate. An easy ID is that the third upper-deck window is half-width.

LT 666 (at RATP) has been noted with its priority seats either side of the centre door recovered in a stripy moquette white, maroon and various shades of grey; on the backs on all four is a blue circle with a white outer edge and white lettering in the circle ‘This is a Priority Seat’ in white. Presumably this is likely to be applied fleet-wide in London.

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

New orders are for 11 x Switch(Optare) MetroCity-EV 8.7m for route 322 (pvr 10) and 9 x Caetano e.City Gold 10.7m for route 433 (pvr 8). The 322 is due to be taken over on 30th April 2022 and the 433 is due for contract renewal from 21st May 2022.

The loss of route 49 to RATP from 4th September meant the withdrawal of another twenty E400s and they (9428-47) had gone off lease later in the month.

Transfers: (September): 8222 BC/TF. 9404/05/08 BC/QB. 9428 BC/BCw. 9429-47 QB/QBw.  
(October): 2457/58/59 WS/QB.

### Livery changes:

LT 158 from advert for Zapp back to red.

LT 617 to advert for Greatest Hits Radio.

LT 618 from advert for Gorillas (Mk.1) to one for James Bond film ‘No time to die’.

LT 621 and LT 622 to advert for Currys.

### Disposals:

E400s 9428-47 all off lease (September 2021). The leasing company then sold 19 of them on to Ensign Bus, 9428-36/38-47, The 20th, 9437 was sold separately but we don’t know to whom.

E400s 9513, 9515 to Go Coach Hire, Otford (September).

### **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.

The first couple of LTs went out on route 349 (Enfield) on 16th September; this increased rather slowly as more got transferred in from CT.

The new EAs continue to roll slowly into stock; as noted in TLB685 they have the charging receptors on the roof but, in a change of plan, the other half of the system - the pantograph – will not now be installed at their base, the Brixton Hill Tram-Shed.

More recent repaints/refurbs include DW 301, 302, 465, 470, 556, 561, 584; ENX 22, 24.

### New deliveries (September 10-13, October 14-16):

EA 10-16 (LG71 DKE/F/J/K/L/N/O)

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

---

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

### **ARRIVA LONDON, Continued:**

#### Transfers:

(September): DW 413 E/AR. DW 583 AR/EC.  
EA 1, 3, 4, 6-9 BNu/BN. EA 10 --/BNu/BN. EA 11-13 --/BNu.  
HV 138 BN/AD. HV 140,141 BN/GYu. T 82, 83 N/Nu.  
LT 1, 4, 7, 193, 196, 197 CT/E. LT 352/3 AE/CT.  
ENL 77 DX/GY. ENX 30 DT/GY.

(October): DW 331 DT/DX. DW 332 GY/DX. DW 406, 407, 414, 415, 416 E/AR.  
DW 581, 584, 585, 586 AR/EC. LT 5, 6, 192, 195 CT/E. LT 351, 354/5/6 AE/CT.  
EA 13 BNu/BN. EA 14, 16 --/BNu. EA 15 --/BNu/BN.

#### Livery changes:

DW 315 from advert for Sprite back to red.  
HV 230 and HV 301 from advert for Cannaray back to red.  
HV 295 from advert for Google back to red.  
LT 185 from advert for Sprite to one for Greatest Hits Radio.  
LT 193 to advert for Greatest Hits Radio (correcting title from TLB685).  
LT 229 to advert for the James Bond film 'No time to die'.  
LT 470 to advert for Gorillas (Mk.2).  
LT 954 from advert for Rhythm of Korea back to red. (Not to Nocco as in TLB685).  
LT 967 from advert for Vodafone to one for Gorillas (Mk.2).

#### Outward loans (September):

T 22 ECt to Arriva at Leicester (Thurmaston depot) as a trainer.  
T 28 ECt to Arriva at Stockton, Teeside as a trainer.

### **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)

It was made known on 5th October that the Guildford operation will close down towards the end of December this year. We understand that the garage site has already been 'sold' for vacation at the same time. What happens to the vehicles and who will take the routes is to be determined over the next months. The current fleet at GF numbers 44 and dates from between 2006 to 2012.

Transfers (September): 1559 NF/NFw. 3892/3/4/6 GF/GFw.

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

Transfers (September): 3858 WE/WEw. 4185/7/8 HH/WE. 6046 WE/WEu.

Disposals: to AtS at Aylesbury: 3778/86/87 – see Area 3 below.

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

New buses are due – an extremely rare event with AtS and ASC. Fourteen Volvo B8RLE/ MCV EvoRa buses are due for Luton, all being compatible with Busway use. There are two batches, five 12.1m and nine 10.8m and it appears that these are from 'stock' as they are due later this year!

More repaints to the new Arriva livery include 3731, 3891

Loan news is that 3550 has returned from AY to SV, although it had been meant to go to HH.

Sprinter 1002 (AY) is presently working at MK (as a staff ferry).

Two E400s at AY have been named for Jessica and Jennifer Gadirova, local Olympic medallists in Gymnastics; 5462 for Jennifer and 5469 for Jessica.

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

### **ARRIVA'S COUNTRY BUSES (Area 3), continued:**

Acquired from Area 2 and renumbered from the ASC to the AtS numbering scheme.  
ASC 3778 (KX09 KDO) to AtS 3818; ASC 3786/87 (MX61 AWC/AWF) to ASC 3816/7.  
These VDL SB200/ Wright Pulsar B44F had been initially on loan at AY.  
Another example of confusion when fleets are 'merged' with the same numbers.

Transfers: 2498 AY/AYu, 2737 LD/LDw. 3816/7/8 ASC/AY. 4025 MKw/AY. 5428, 6061 LD/LDu.  
Disposals: 4024 and 6042 to Hardwicks, Barnsley (September).

### **A2B TRAVEL GROUP, Melbourn, Cambridgeshire**

On loan recently has been Mercedes-Benz i-City CK70 LVX; by the way, it's a white minibus.

Acquired (September): via Ensign Bus, formerly with First and Silcox, Pembroke Dock:  
YJ60 LRN Optare Solo M710SE B26F – 2010.

Disposal (September): E200 YX11 CNY to Whippet, Swavesey, Cambridgeshire.  
Correction to TLB685: The Solo referred to KX14 CTE is actually KX51 CTE !

### **BEAR BUSES, Shepperton**

Acquired(September) via Ensign Bus and formerly Go-Ahead WVL 367:  
LX60 DWW Volvo B9TL – Wrightbus Eclipse Gemini 10.4m H39/23D – 2011.

### **CARDINAL BUSES, New Haw, Surrey**

Acquired (October) from --??--:  
GX53 MWU TransBus Dart SLF – TransBus Pointer 10.7m B38F – 2004.

### **CAROUSEL BUSES, High Wycombe**

Solos 710, 711, 713 have been stood down and the last MANs have gone.  
Disposals: MANs 421 and 423 sold (September).

### **CENTAUR, Crayford**

Volvo B9TL BK15 AZP is also now in the blue livery. No sign yet of the expected second MD1050EV although Optare's 'demonstrator' diesel MetroDecker MD1114 H51/25F YJ21 FDD in green livery has been used through September on the Greenwich University service. This bus was one of the five ordered by Reading Buses but cancelled before delivery; it is now to move on to Central Connect.

Acquired: SK66 HRP Wrightbus StreetLite WF B33F – 2016. In blue for the Greenwich service.

### **CENTRAL CONNECT (Galleon Travel 2009 Ltd), Roydon Essex**

The company is due to open a new depot in Stansted in December/ January, being the current Mercedes-Benz commercial premises. Most functions and some vehicles will transfer to Stansted although Hailes Farm at Roydon will be retained but reduced to a out station status.

The two new E20Ds (CC71. CE21 GAL) have been delayed even further, now until November due to production delays caused by parts shortages. After its stint with Centaur, the first Metrodecker YJ21 FDD is due around 18th October with the second due in November.

After all, Solo YJ09 MHO will be reinstated but Solo FY52 RZC has been withdrawn in its place

Acquired (September) via Ensign Bus and formerly Tower Transit DP 42604:  
KP02 PVO TransBus Dart SLF – TransBus Pointer 10.1m B27D – 2002.  
It was a trainer with Tower Transit and will remain as a driver trainer with Central Connect.

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

## **CENTREBUS, Luton and Stevenage**

Solo 327 has lost its 'Fab80s' branding and is now in the company's new livery.

Acquired (September) from Roberts, Hugglescote, Leicestershire:  
634 (BU16 UWL) Volvo B8RLE – MCV EvoRa B40F- 2016

Change of registrations: Scania/ East Lancs 707/8/9 have reverted to their original registrations:-  
707 K4 YCL to YN07 LDE; 708 K5 YCL to YN07 LDF; 709 K6 YCL to YN06 TGE.

Disposals: Solo 339 has been scrapped.  
Solos 353, 377, 398 transferred out of area to Grantham.

## **CHILTERN AUTOMOTIVE, Cryers Hill, Bucks**

Further to the item in TLB683 p29 about RF 512 in WG City on 1st July, the Solo had a fault earlier on the regular 215, the engineer brought out the RF as cover and while the Solo was being fixed, RF 512 ran between 08:45 and 10:34 on the 206/203/216 journeys with the Solo resuming on the 204 at 10:45. On 20th and 22nd September at least, the Solo was replaced by StreetLite No.51 loaned from UNO. An elderly Dart has been acquired so these 'emergencies' may now be no more.

Acquired via Chartwell Bus & Coach Sales, formerly Thorpe's and Metroline DLF 95:  
KU52 YKB TransBus Dart – TransBus Pointer 10.1m B30D - 2002.

## **ENSIGNBUS, Purfleet**

Further to TLB685 the Leyland PD1 LEV 917 is on loan rather than 'acquired' as such.

The new StreetDecks will allow disposal of B9TL/ Optare Olympus 111-119/121-123, although No.120 will be kept in stock.

On the route 68 specials at Southend on 19th September, all fares were donated to the RNLI, including DMS 33, RM 371, 946 WAE and (loaned) LEV 917 all in service.

New deliveries (September)

168-181 LX71 AOB/C/D/E/G/H/J/K/L/M/N/O/P/R Wrightbus StreetDeck 10.6m H45/29F.

Corrections: Volvo B9TLs 136/7 (BJ11 DVV/W) missed the conversion to H43/28F when the others in the batch (133-9) were done. 136/7 are due to be done when they can so they stay H39/23D for now; they remain in London red for now.

Disposals:

Volvo B9TL 111 to Starline Coaches, Mereworth, Kent.(September).

Volvo B9TL 112 to Redline, Aylesbury, Bucks. (October).

## **FALCON COACHES, Byfleet**

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

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

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

New delivery (September):

YX71 OGZ AD E20D – AD Enviro200 10.9m B41F.

Pending:

Further to the new Volvo B5TL - MCV EvoSeti, I am still waiting for someone to check the seat totals (split upper and lower) and to confirm the (new?) registration. It carried plates LK71 DKV when delivered but that is not recognised on DVLA. "Come on, locals, proper info wanted!"

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

## **GO-AHEAD LONDON**

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

The last of 17 Optare MetroDeckers finally arrived in mid-September and entered service at Merton on the 17th, the first having arrived on 28th April. So – it took four and a half months!

The contract for route 132 at BX was renewed from 2nd October. However the new electric BYD/E400EVs are not yet delivered, nor is the electric infrastructure at the garage completed. The batch will now be numbered EP 1-18 rather than Ee 70-87, the ‘P’ no doubt referring to Pantograph. They can also use the normal plug-in charging system as well as the pantograph.

The Chelsea Flower Show was moved from Spring to September due to Covid issues, with ‘private’ days on 21/22 Sept and public days 23-26 Sept. GAL’s Commercial fleet were again in action, mainly with the connection as route 811 from Victoria Station. I had a look on 21st and it was operated with E 1 (Roehampton green livery), E 15 (opentop), E 285, EN 13 – and NX’s WHV 10. The other three Roehampton buses are now the long Es (281/2/3) in a revised green and yellow livery and indeed E 282 helped out on the 811 on the 25th. Other notables included RML 2318 on at least 22/24/26 September.

The once Metrobus Scania double-decks (970-3) were withdrawn gradually, although just one of them, 973 was still in service on route D7 on 7th October. WS 58 was a stranger to route 138 on 29th September while sister bus WS 18 was a little less strange on the 164 on the next day.

Service reductions resulted in a handful of MHVs from AF and EHs from Q to move to NX, eventually to allow more WVLs to leave the fleet.

LT 914, accident victim from 14th April, was back on 17th September. E 69 from 13th March was back on 13th September while E 61 from 28th August was back on 28th September.

Recent repaints / refurbishes include WHV 156, 157; WVL 359; SE 261.

New delivery (September): Me 17 (YJ21 EYW) Optare MetroDecker MD1050EV H41/22D.

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

(April): LT 914 RR/RRu (accident). (July): 970, 972 SI/SIw. WVL 93 FKc/NHc.

(September): E 1 Cc/ALw, E 4 Cc/BXc E 9 Cc/ALc. E 10 Cc/SWc. E 13 Cc/BXc.

E 61 SWu/SW. E 69 RRu/RR. E 124 AL/A E 281, 283 NPc/PLc. E 282 BXc/PLc.

EN 1 NPc/Cc. EN 13 AL/BXc EN 24 RR/FKc. EN 25 BXx/FKc.

LT 47, 48, 49 SW/Q. LT 914 RRu/RR. Me 17 --/Qu/AL. WVL 278, 279 NX/BX.

MB 1, 2 Aw/Ac. SE 86 SIc/NPc. SEe 37, 41, 43, 44 RA/DS (Here East). 971 SI/SIw..

(October): EH 162, 163, 164, 165 Q/NX. MHV 86-90 AF/NX. WHV 6 NX/SW. WHV 80 AL/C.

WVL 280, 281 NX/BX. SOE 26, 27 RR/AL.

### Livery changes:

E 217 from advert for Sprite back to red.

E 281/2/3 to an allover green livery (with yellow flashes) for Roehampton University.

WHV 124 and 133 to adverts for Cos.

LT 44 from advert for Ocado back to red.

LT 280 to advert for the James Bond film ‘No time to die’.

LT 294 to advert for Gorillas (Mk.2).

LT 413 from advert for Sprite back to red.

LT 427 from advert for Gorillas (Mk.1) back to red.

LT 428 and LT 432 to adverts for Calvin Klein.

LT 447 from advert for Bananas to one for Calvin Klein.

LT 449 from advert for Zapp to one for Calvin Klein.

LT 450 from advert for Vodafone to one for Calvin Klein.

Disposals: E 2, E 57, WVL 205, 367 and StreetCar LUT4 to Ensign Bus (September).

SE 9, 13, 16, 23, 29, 34 to Ensign Bus (September). These had all ended their days at Go-Ahead at the end of July after being used on V- school duplicates.

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

Volvo coach 4901 (UK04 BCL) and M-B 515 BF10 VBY are now withdrawn for disposal.

Acquired (September) from Abellio London (9513/5)

9513, 9515 (SN59 AWA, AWF) AD Trident- AD Enviro400 10.1m H4124D – 2009.

Disposals: Volvo B7TLs 8303 (W493 WGH), 8305 (X562 EGK) and 8311 (W511 WGH) sold (September).

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

VW T6 MX67 GYD is now at CT Plus at Leeds although its two sisters (GYH and GYJ) were left here. Route 812 in Islington has used MX67 GYD/H/J but the service was suspended on Monday 30th March 2020 at the behest of Islington Borough Council and has not returned.

Transfer (September): 1756 HKu/HK (accident from 6th March but back on 21st September).

Disposal: 1323 (YY67 HBL) is now at Powells in Yorkshire.,

Some or all of the other white E200s, 1322 (YY67 HBK), 1342 (YX65 RHO), 1344 (YX65 RHK), 1345 (SN15 LKY) have probably gone too – reports please.

## **KEANE TRAVEL, Grays**

Registration changes: Neoplan KIG 1262 has reverted to YN04 AUX;

Volvo B9TL SN57 DFK has been altered to KIG 1262.

## **LANDMARK, Arlesey, Beds.**

Solo YG52 DHL was withdrawn last April.

## **LITTLE JIM'S BUSES, Berkhamsted**

Disposal: Solo VU03 YJV gone (July), probably for scrap.

## **LONDON BUS COMPANY, Northfleet and Ongar**

By September. two of the LBSL RMs have been acquired after long-term storage – RM 659 (KFF 239) and RM 1145 (LDS 402A) ; these are expected to be for re-sale.

**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)

The Alperton Garage Open Day duly occurred on 11th September – which followed its closure operationally very early that morning. VWs and VWHs were transferred in during the last two or three days (all listed in TLB685) and introduced the VWH type to routes 83 and 483. Those routes and their buses moved over to Perivale (PV).

The Open Day featured about thirty buses on show, including several that had been associated with the garage or with Metroline and London Buses in general. Of note, former First Trident TN 33197 (LT52 XAH) now with Bear Buses, Nu-Venture E200 YX10 BCY (once DE 1785), GoCoach E400 LK57 AXT (once TE 838) and former Stagecoach London Dart 34221. Also DT 16, DT 29, BL 81, VP 614, TE 2000, M 394, M 1014, Metroline's own RML 903 and silver LT 190 plus an assortment of RTs/ RMs/ RMLs and a few newly withdrawn VWs. There were three special services, 18B to Harrow School, 46 to Wembley Park and 79A to West Perivale. Buses used on these were RT 1658, RT 3933, RM 5, RM 2208, RML 903, BL 81, YX10 BCY and LK57 AXT. The proceeds of about £3000 collected 'on the door' was donated to the local St Joseph's Hospice.

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

### **METROLINE, Continued:**

BEL 2507 and WHD 2712 attended Showbus on 26th September.

The loss of route 117 to RATP allowed a few DEs to replace the small DM class of MCV-bodied E200Darts at Brentford (AH) Garage. The last few were allocated for service on 3rd September with the very last (DM 963) running-in at 01:24 on 4th.

On the weekends 25/26 September and 2/3 October, a few Metroline VWHs from HT worked on the “94U”, a supplementary service on RATP’s 94 between Marble Arch and Shepherd’s Bush Green when part of the Central line was closed.

On 8th September LT 18 (HT) on route 91 crashed into some flats at Crouch End. Two other HT LTs (175 and 661) suffered hitherto unrecorded accidents back in July – although LT 175 was back in use on 24th September and LT 661 on 7th October. However, LTs 8, 11, 17 (also HT) remain awaiting repair, in the case of LT 8 shortly coming up to two years since its incident.

Once prolific, it has been a while since a double-decker worked on the 95, but TE 2000 performed on 30th September. Even rarer was DEL 2166 on the U4 in the morning peak of 1st October.

Recent refurbs./repaints include VW 1286, VWH 2019, 2021.

Transfers: (h suffix = Hertfordshire Commercial Fleet).

(January 2021): DM 970 AH/AHw. (June): DM 962 AH/AHw.

(July): LT 175, LT 661 HT/HTu (accidents).

(August): DM 961/2 AH/AHw. OS 68 PBu/PAu.

Corrections to TLB685 – DE 1602 (not 1601) ON/WJ and DES 799 was UXs/PAs not to PBs).

(September): DE 870 PBs/PAu/WJ. DE 871 PAs/PBs. DM 962 AHw/HZw.

DM 963 AH/AHw. DM 964/5/6/7/8/9 AH/HZw.

LT 18 HT/HTu. LT 175 HTu/HT. LT 806, 807 W/HT.

VWH 2121 WJ/AC. VWH 2233 HZu/HT. VWH 2238 HZu/HD. VWH 2240 ONt/PVt.

(October): LT 661 HTu/HT.

Livery changes:

VWH 2035, 2121, 2325 to adverts for Cos (2121 ex one for Cannaray).

LT 103 to advert for Gorillas (Mk.2).

LT 748 from advert for Gorillas (Mk.1) to one for the James Bond film ‘No time to die’

LT 766 from advert for Bananas back to red.

LT 793 to advert for Greatest Hits Radio.

Disposals:

TE 1093, 1094 to New Adventure Travel, Cardiff (September).

VW 1761/66/67, 1773/79 to Ensign Bus (September).

### **MULLANY’S BUSES, Watford**

Disposal: Volvo B7TL LX03 EXW was sold to AH Commercials, Yaxley, Cambs (February 2021).

(note that this bus was recorded in error in Fleetbooks as LX06 EXW– It is LX03 (ex GA WVL 106).

### **Grant PALMER, Flitwick, Beds**

Acquired (September) via Ensignbus and formerly Lothian 903 (BSXS), 904 (BXU):

SN08 BXS, BXU Volvo B9TL – Wrightbus Eclipse Gemini H44/29F – 2008.

Change of registration: Scania 153 from BU53 WAY to YN05 GWY.

Disposal: Scania 153 (YN05 GWY) to Ensign Bus (September).

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

**RATP-DEV LONDON** including

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

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

Route 290 was taken over from Abellio from 2nd October but with still no power supply yet to Fulwell Garage it began with an assortment of DE/DDE/DLE E200s, although there was a cheeky oddity when BCE 47032 appeared on the 290 on 7th October! Not only that but VH 45168 on 6th and SP 40180 on 8th followed to the 290. SPs at Fulwell continue to appear on route 33, with a regular use in the morning peak.

Over at Harrow Garage, installation of the electric charging units is now expected to be complete later in October rather than late September as was hoped. The company is planning for 27th October to start BCE electric operation on route X140. At Fulwell, the power supply will still not be ready for a while but on 30th September BCE 47031 ventured out on route 65 (plus 47032 the next day), having been charged up using a portable electric charger.

Due at Harrow by the time this is read are the 10.2m E200EVs for route 398 (BME 27001-004 LG71 EAC/E/F/J) and E400EVs BCE 47100-110 LG71 DUU/V/Y, DVA/B/C/F/H/J/K/L for the X140. Staying at Harrow, the fluidity of allocation between SO and Canons Park (CP) persists and has meant that DLEs still appear (as well as DEs) on route H11.

Recent refurb./ repaints include MCM 30091, ADE 40305, ADH 45050/051 and VH 45129

On 23rd September at 15:30 at the Southall Town Hall stand in Avenue Road and after an altercation between drivers, LT 154 collided with LT 140, both buses being on route H32 and both buses were of course damaged.

Hounslow's LTs ventured out further when LT 152 worked briefly midday on route H98 on 14th September, followed by three of them (LT 92, 138, 461) all day on Sunday 26th. Several more examples have since followed. ADH 45029 was a very rare visitor to the 111 on 1st October.

New deliveries (September):

BE 37041/2/4/5/6/7, 050/1/2/3 (LG71 DSZ, DTF/N/O/U/V/Z, DUA/H/J)

BYD D8UR – AD Enviro200EV(MMC) 10.9m B28D, ULW 12481kg.

BCE 47035, 47041/2/3/5/7 (LG71 DVN, DVO/P/R/T/V), 47093/5/8 (LG71 DWK, DWM, DWP)

BYD D8UR-DD – AD Enviro400EV-City 10.9m H42/23D. ULW 13345kg.

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

(June): OM 20239 EB/WKw. (July): WN 40902/3/4 WK/WKu.

(August): Re the entry in TLB685 – the full entry is LT 129-138,140-146 S/AV, However, 131 returned to S after one day, perhaps when it was realised that it was an allover advert!

(September): LT 140, 154 AV/AVu (accidents).

DDE 20321/322/323 TV/FW. BE 37041/2/4/5/6/7, 050/1/2/3 --/u.

BCE 47031/032 FWu/FW. BCE 47035, 041/2/3/5/7, 093/5/8 --/u. BCE 47040 u/S.

(October): DLE 30327 RP/AV. LT 126, 128 S/AV. LT 127 S/AV/S. DLE 30063 WK/AV.

SP 40045/046 AV/FW, SP 40170 WK/FW. SP 40190 WK/AV.

VH 45145/148/149 CP-SO/BT. BCE 47035, 47093, 47095 –u/S. 47098 u/FW.

Livery changes:

LT 127 to advert for Greatest Hits Radio.

LT 131 from advert for Zapp back to red.

LT 151 from advert for Sage back to red.

LT 668 from advert for Taylors Latte back to red.

Disposals: WN 40902/3/4 returned to Tower Transit (August).

---

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

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

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

## **RED EAGLE BUSES, Dinton near Aylesbury**

Acquired (September) from Dew's, Somersham. Cambs:  
YY15 NJN AD E200Dart – AD Enviro200 9.6m B33F – 2015.

## **REDLINE BUSES, Aylesbury**

Acquired (September) from Ensign Bus and formerly Metroline TE 895. Ensign Bus had used it to loan out to operators.

LK08 NVL AD Trident - AD Enviro400 10.1m H41/26D – 2008.

Acquired (October) from Ensign Bus, Purfleet (No.112) :  
PO58 NPJ Volvo B9TL – Optare Olympus H51/31F – 2008.

## **RED ROSE TRAVEL, Dinton near Aylesbury**

On 8th October, Red Rose borrowed Redline's E400 LK55 KKZ for use on route 50. Former Abellio E200 YX58 DTY has been repainted to Red Rose livery.

Acquired (September) from Whitelaw's, Stonehouse:

SF66 ARW AD E20D – AD Enviro200 10.9m B41F – 2016. (this adds to SF66 ARV in TLB685).

Please note that SF66 ARV was once reg'd CA66 RRA while SF66 ARW was K66 ONA.

Changes of registration: CX65 BUF to E18 RRT; JW65 GSW to E19 RRT; GW65 RRT to E20 RRT.

Detail Change: YX10 BGK from B29D to B33F,

## **RICHMOND'S COACHES, Barley, Herts**

Ref. note in TLB685, apparently RIG 6494 is only on loan here.

## **SOUTHDOWN PSV, Crawley Down**

New deliveries (September):

118,119 (YX71 OHL, OHN) AD E20D – AD Enviro200(MMC) 8.9m B30F.

Initially due in July (TLB683 p35) they finally arrived at the end of September.

**STAGECOACH LONDON** (part of Stagecoach Holdings) incorporating:

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

Routes 160/660 were taken over from Arriva for operation from Catford (TL) from 18th September, (pvr 13 so 15 needed). The first nine VHs from Tower Transit were at Catford by the 13th and during the week 13-17th they appeared on routes 47 and 199; that continued and soon encompassed route 75 as well. Rather more than those actually needed (x21) transferred to Catford, while some Tridents moved from TL to PD. That meant that route 180, taken over by the company on 2nd October was stocked by buses within the fleet, some being moved from WH to PD.

E400 11377 (Bow) has been named 'Spirit of London', displayed in script below the front blind box and adorned in large white lettering on the 'between decks' panels with the message 'Spirit of London remembering 7/7'. It will normally be found on routes 25 or 425.

Two accident victims were back in use on 9th September (10105) and 16th (12437).

Recent refurbs/ repaints include 12360, 12361, 19813.

Inward loans: from Tower Transit

VH 38112/3/4/5/6/7/9, 120/3/5/6/7/8/9, 130/1/2/3/4/5/6 to Stagecoach as 80112, etc.

---

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

### **STAGECOACH LONDON, Continued:**

#### Transfers:

(July): 36324 KB/KBw.

(September): 10105 WHu/WH. 10198 RM/PD. 11035/36/37/38 WH/PD. 12437 PDU/PD.

19840/41/42/43 TL/PD. 36583 TB/TBw. 80112/3/4/5/6/7/9, 120/3/5/6/7/8/9, 130/1/2/3/4/5/6 --/TL.

(October): 12336/37/38 WH/PD.

#### Livery changes:

LT 261 from advert for Zapp to one for Currys.

LT 266 from advert for Vodafone to one for the James Bond film 'No time to die'.

LT 361 from advert for Sage back to red.

LT 384 from advert for Vodafone back to red.

10110 from advert for Sprite back to red.

Disposals: 36324 and 36583 to Stagecoach East Scotland (September). However it is understood that East Scotland will only be preparing them for Stagecoach North Scotland (Highland Country).

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

DLP 268 was still in service in London, noted on 11th September. DLPs 259 and 261 had gone to Ensign Bus and then on to York Pullman.

### **TOWER TRANSIT - LI and X Garages**

The loan of VHs to Stagecoach started on 13th September when the first nine had reached Catford prior to the take-up of route 160/660 from the 18th with in due course a total of twenty-one altogether. That left four at T/T, VH 38118/21/22/24 that are used from X on route 452.

Recent repaint/ refurb include DNH 39126/27/28.

Returned off loan: from RATP (August):

WN 35002/3/4 (LK58 EDP, EDR, LK09 CZS) Wrightbus Gemini 2DL.

Outward loans: VH 38112/3/4/5/6/7/9, 120/3/5/6/7/8/9, 130/1/2/3/4/5/6 to Stagecoach as 80114, etc.

Transfers: (August): 35002/3/4 --/Xu.

### **UNIVERSITYBUS (t/a uno), Hatfield and Northampton**

Ref. the note in TLB685 about EB 3 (1470), it is indeed still in stock here into October. This corrects the presumption in TLB 681 p31 that it had gone.

### **VECTARE, Rettendon, Essex**

The loaned Sprinter noted in TLB685 was CN21 XJH.

Disposals: Volvo B7RLEs 301-304 (BX13 NZM, NZR, NZS and NZU) have all gone, the last tracking being of NZS at Epping on 1st September. I believe that all have gone to Stotts, Oldham, Greater Manchester (September). Our colleagues at the Ribble Club have noted NZS and NZU at least.

### **WESTBUS (within the ComfortDelgro group of Singapore)**

Registration changes: 129 reverted back from WIB 23 to FN03 DXU. 142 from YJ61 FFD to WIB 23.

Disposals: (September)

129 (FN03 DXU) Volvo B12B/ Berkhof - to Ridgeway Coaches, Wantage, Oxfordshire.

138, 139 (YJ10 DDN, DDO) DAF SB4000s - to Coastal & Country Coaches, Whitby, North Yorkshire.

156 (YJ14 BXD) Van Hool TX15A - to K.Buggy Coaches, Tullamore, Co.Offaly, Ireland.

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

### Routemasters:

RM 659 (KFF 239), 1145 (LDS 402A) from LBSL to London Bus Company, Northfleet, Kent (by September) for re-sale.

RM 1590 (RSL 259) from St Luke's Hospice to Used Coach Sales, Warrington, Cheshire (September).

### Olympians:

L71 (C71 CHM) was sold from Confidence to unknown dealer (June 2021) and advertised in France (by September).

L 405 (H105 GEV) (ex ALN) from Mr C Thorne to Messrs Jones & Norris, Liverpool (August 2018), and then to MDDW Preservation Group, Liverpool, Merseyside (July 2020) where it still retains Grey-Green livery.

NV 51 (R251 LGH) (ex GAL) from Abbey Travel to Amber Vintage, Belvedere, Greater London (November 2018); it is in an all over orange livery and is 'The Amber Bar Bus' as a mobile bar at events.

NV 161 (SHZ 2046, ex R361 LGH) (ex GAL) was sold from Drew Wilson (dlr) (June).

NV 163 (R363 LGH) (ex GAL) was sold from Souls Coaches (by June).

VN 20 (P820 GMU), 34 (P534 HMP) (ex SLN) were sold from Vale Travel (by September).

VN 158 (R158 HHK) (ex SLN) was sold from SD Travel (April).

### Miscellaneous low-floor double deck types:

DLP 59, 61 (LJ51 DKK, DKN) (ex ALN) from Ensign Bus to York Pullman, Rufforth, North Yorkshire (September). DLP 61 had latterly been on hire to First Eastern Counties (see TLB684).

DW 5 (LJ03 MWV) (ex ALN) from UK Coachways / Vision to unknown dealer, Barnsley (September).

DW 12 (LJ03 MVZ) (ex ALN) further to TLB682, this DW is confirmed as passing to AH Commercials (dlr), Yaxley, Cambs.

DW 121 (LJ05 BNA, ex KPZ 33) (ex ALN) from McGill's Buses to Drew Wilson (dlr), Carlisle, South Lanarkshire (July).

VLA 152, 153, 154 (LJ55 BPZ, BRV, BRX) are now in a blue and white livery for the Teeside to Yorkshire coast service X93/X94 with Arriva North East.

VLW 151 (LJ03 MBY) (ex ALN) updating TLB685, this VLW is with the East Anglian Play Bus Co., and the livery is best described as covered in multi-coloured circles like a large ball pit.

VLY 607 (LX05 KNZ) (ex ALN) further to TLB682, this VLY has been re-registered to S21 EBN with Seven Sisters Bus and Coach, East Sussex.

DN 33645, 33646, 33647, 33648, 33649 (SN11 BRV, BRZ, BSO, BSU, BSV) (ex FLN) from Ensign Bus to Belle Vue, Stockport, Greater Manchester (September).

DN 33650 33655 (SN11 BSX, BTU) (ex FLN) from Ensign Bus to London Borough of Redbridge, Ilford (September).

SN 36062 (YR61 RVA) (ex FLN) has been re-registered to BB60 BUS by Borderbus.

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

- TN 33148 (LR02 LXG) (ex FLN) is confirmed from First West of England to First Somerset & Avon (September) so previous reports of it being sold in 2020 were incorrect.
- TN 33158 (LR02 LXT) (ex FLN) should have been withdrawn by the time this TLB is received and it will have been the last President bodied Trident with First South West (not including those that have been converted to open top).
- VN 37787, 37788 (LK59 CXD, CXE) (ex FLN) from Ensign Bus to Axe Valley Mini Travel, Seaton, Devon (September).
- VNL 32261 (LT52 WWG) (ex FLN) from Ensign Bus to Sharpes Coaches, Nottingham. (September).
- AVL 16 (V116 LGC) (ex GAL) from Ripley to Pygall's Coaches, Peterlee, Tyne & Wear (March).
- PDL 32 (PN03 ULR) (ex GAL) further to TLB665, this PDL is now confirmed as passing from First Bus Stop to Moving People, Oswaldtwistle, Lancashire (December 2019).
- PVL 3, 7 (V303, 307 LGC), 56, 58, 90, 118, 128 (W956, 458, 409, 518, 428 WGH) (ex GAL) were sold from Go East Anglia to Alpha Recovery (PVL 7, 56 – November 2020, 128 – December 2020, 58, 118 - April, and 3, 90 – September).
- PVL 93, 111 (W493, 511 WGH), 162 (X562 EGK) (ex GAL) were sold from Go Coach Hire (September).
- PVL 141 (W541 WGH) (ex GAL) from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (September).
- PVL 165 (X656 EGK) (ex GAL) from Go Coach Hire to a private owner via eBay (August).
- PVL 166 (X566 EGK) (ex GAL) from Go Coach Hire to an unknown owner (August) for spares.
- PVL 174 (X574 EGK) (ex GAL) from Ellie Rose to Wigley, Barnsley (February 2020) after use for spares.
- WVL 49 (LF52 ZRK, ex SIG 4227) (ex GAL) was sold from Hire Your Transport (June 2018).
- WVL 167, 188 (LX05 FBD, FBB) (ex GAL) from Belle Vue to Harpur's Coaches, Derby (August).
- WVL 192 (LX05 EZZ) (ex GAL) correcting TLB681, this WVL has not been sold from Konectbns and was still in service with them at the end of September!
- WVL 217, 219 (LX06 DYY, DZB) (ex GAL) from Belle Vue to Bakers Dolphin Coach Travel, Weston-Super-Mare, Somerset. (August).
- WVL 224 (WSV 506, ex LX06 DZG) (ex GAL) further to TLB685, this WVL was further re-registered in August by Go Goodwins and is now WSV 541.
- WVL 250 (LX06 EAP) (ex GAL) from Imperial Coaches to Horseferry Coaches, London SW6 (September).
- WVL 273 (LX06 ECJ) (ex GAL) is reported as passing from Cumfybus to Finch, High Ince, Greater Manchester (by September); this WVL was previously reported with Belle Vue.
- WVL 367 (LX60 DWW) (ex GAL) from Ensign Bus to Bear Buses, Feltham, Middx (September).
- 466 (YN03 DFV) ex YIL 5883, 479 (YN53 RYM) ex 538 OHU (ex GAL) from Wheelers Travel to Chartwell Bus Sales, Horsham, West Sussex and then to Tappins, Didcot, Oxon (all in September). Note – that these two were re-registered at an unknown date when with Wheeler's and re-gained their original registrations prior to sale. Also, not previously recorded was that 466 passed from Turners Tours to Wheelers Travel, Southampton, Hants. (by April 2018).
- 475 (YN53 RYD) (ex GAL) updating TLB685, this Scania was also re-registered whilst with Wheelers Travel and re-gained its original registration prior to sale; this one was VYD 333.
- 948 (YN07 EXG, ex WSV 541), 950 (YN07 EXK ex WSV 533) (ex GAL) from Go Goodwins to Don's Coaches, Dunmow, Essex (September). Note – 948 re-gained its original registration prior to sale, although it had not been reported previously as having been re-registered !
-

----- *Where ere they now?* -----

- SP 2 (YN56 FCC) (ex LU) from Ensign Bus to Candy Coaches, Morden, Greater London (September).
- SP 21 (YN08 DHF) (ex LU) from Ensign Bus to Ipswich Buses, Ipswich, Suffolk (September) where it is to be numbered 50. SP 20 (see TLB685) has been numbered 49 and like SP 21, arrived having been converted to single door and in all over white livery.
- SP 24 (YN08 DHK) (ex LU) from Ensign Bus to Connexions Buses, Harrogate, North Yorkshire (September).
- SP 31 (YN08 DHX) (ex LU ) has also arrived with Ipswich Buses, Ipswich, Suffolk (September) and has been numbered 51; it was last recorded with Bestway Coaches but it remains in London red livery and it is not known if it has come via an intermediary dealer.
- TA 275 (LG02 FDN) (ex LU) from Coopers to Kettlewell Coaches, Retford, Notts. (September 2020).
- TA 276 (K3 WSX, ex LG02 FDO) (ex LU) is now fleet number 526 with Xelabus; note this TA has been shown elsewhere confusingly as TA 280 (ex LG02 FDO).
- VA 70 (V186 OOE) (ex LU) was re-registered to V21 GWR in June by Merchants Coaches.
- TA 111 (V311 GLB) (ex ML) was sold by Souls Coaches (September 2018) and was latterly used by sister company Barfordian Coaches from June 2013 to the date of sale.
- TE 724, 725 (LK07 AYZ, AZA) (ex ML) are used for “The English Tea Bus” operation in London. They are in a pink livery and have been used since August 2020.
- TE 729, 730, 732, 734 (LK07 AZF, AZG, AZL, AZO) (ex ML) have been loaned from Rosso to Team Pennine within the Transdev group.
- TE 895 (LK08 NVL) (ex ML) from Ensign Bus to Redline Buses, Aylesbury, Bucks. (September).
- TP 45 (T145 CLO, ex J12 XEL) (ex ML) was sold from Xelabus (by December 2016).
- TP 386 (LR52 KXE) (ex ML) correcting TLB678, this TP remains with Green Bus and was not sold.
- TPL 271 (LR02 BAO) (ex ML) has been sold for scrap from Newport Travel (by September).
- VPL 200 (Y149 NLK) (ex ML) from Belfast City Sightseeing to McKenzie’s (dlr), Belfast (August) for scrap
- VPL 214 (LK51 XGH) (ex ML) was sold from Borderbus (by May) for scrap.
- VW 1766, 1767 (LK59 CXD, CXE) (ex ML) – see the corresponding entries for VN 37787, 37788 (ex FLN) above.
- TA 17135 (V135 MEV) (ex SLN) was sold by Souls Coaches (September 2018).
- TA 17198 (V198 MEV) (ex SLN) from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (October).
- TAS 17460 (Y529 NHK, ex F14 HOW) (ex SLN) from Ridley’s to Wigley, Barnsley (by March).
- TAS 17538, 17553 (LY02 OAD, OBE) (ex SLN) were re-registered by Chalkwell to LJZ 1450 and LJZ 1460 in September).
- TA 17582 (LV52 HFP) (ex SLN) from Stagecoach South East (East Kent) to Ensign Bus (August).
- DN 33645, 33646, 33647, 33648, 33649, 33650, 33655 (SN11 BRV, BRZ, BSO, BSU, BSV, BSX, BTU) (ex TT) – see the corresponding entries for DN 33645, 33646, 33647, 33648, 33649, 33650, 33655 (ex FLN) above.
- VN 37787, 37788 (LK59 CXD, CXE) (ex TT) – see the corresponding entries for VN 37787, 37788 (ex FLN) above.
-

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

**Low-floor single deck types:**

DWL 25 (LF02 PLX) (ex ALN) from Arriva Midlands to MC Tractors / Shelton Motors, Ramsey, Cambs. (May).

DWL 50 (LF52 UOB) (ex ALN) from Arriva the Shires to MC Tractors / Shelton Motors, Ramsey, Cambs. (June) after fire damage.

ENL 33 (LJ09 KPV) (ex ALN) from Ensign Bus to Sidher Driving School, Slough, Berkshire. (September).

DML 41425 (LN51 DWJ) (ex FLN) from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (September).

DML 44029 (YX58 DWC) (ex FLN) from Ensign Bus to Canavan Travel, Auchinstarry, North Lanarkshire (September).

DML 44113 (YX09 FLE, ex SB09 PAN) (ex FLN) from Panther Travel to Chartwell Bus Sales, Horsham, West Sussex and then to HTL Buses, Liverpool (all in September); as normal, this DML re-gained its original registration prior to sale from Panther.

DML 44122, 44124, 44125 (YX09 FKS, FKU, FKV) (ex FLN) from Compass Travel to Chartwell Bus Sales, Horsham, West Sussex and then to South Wales Transport, Swansea (all in September).

DML 44147 (YX10 BFJ) (ex FLN) further to TLB685, this DML was re-registered to VUI 8242 in May.

LDP 155 (Y705 TGH) (ex GAL) was sold from Select Bus Services (by June).

WS 35, 36, 38 (SN64 CUC, CUG, CUJ) (ex GAL) were all off lease from Go Ahead London in September.

DE 859 (LK08 DWO) (ex ML) from Ensign Bus to Canavan Travel, Auchinstarry, North Lanarkshire (September).

DLD 116 (T56 KLD) (ex ML) was sold from Xelabus (by December 2013).

DLF 84, 87 (KU52 YKL, YKP) (ex ML) have been sold for scrap from Newport Travel (by September).

DP 1017 (KP02 PUF) (ex ML) from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (September).

DP 1028 (KP02 PVO) (ex ML) from Ensign Bus to Galleon Travel / Trustybus / Central Connect, Roydon, Essex (September) where it is to continue in use as a training vehicle.

DP 1042 (E19 JSM, ex KM02 HFK) (ex ML) re-gained its original registration and was sold from John's School of Motoring to Ripley, Barnsley (all by August).

DP 1049 (KX54 NJO) (ex ML) from Newport Travel to Ripley, Barnsley (May).

SLD 34390, 34391, 34395 (LX03 CAA, CAE, CBU), 34551, 34557 (LX53 LGF, LGO) (ex SLN) further to TLB675, these passed to Skills Motor Coaches, Nottingham.

36265 (LX11 AVV) (ex SLN) from leasing company to Red Eagle Buses, Dinton, Bucks. (August).

36558, 36560, 36563 (LX13 CZA, CZC, CZF) (ex SLN) were re-numbered by Go North West from 64007, 64008, 64009 to 4006, 4007, 4008 respectively and were on loan to Atlantic Travel, Bolton, Greater Manchester from April to May 2021.

## 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

None reported

### Additional information and updates

Trailer CT34 and demountable body DB20 have not been seen for some time and are believed to have been disposed of. A demountable body is on the ground in the lorry yard at Acton Works, being used as a waste store, and this is believed to be DB9. The only transfer reported is of 8690T from SCH back to EHB (again).

Vehicles withdrawn include 8613R, 8614R and 8615R.

### Bus Company Fleets; Newly reported vehicles

-	BF68 ZVP	Vauxhall Insignia Car	Arriva Shires	Black #	WB
-	WM68 XUJ	VW Sharan Car	Arriva Shires	Black #	AY
-	EY62 UCN	Vauxhall Corsa Van	Falcon	Wh/Red	BF
-	EA21 KFK	Ford Transit Courier Van	Falcon	Wh/Red	BF
-	WO21 PFE	Mercedes Vito Minibus	Go-Ahead London	Red #	MB
-	WO21 PFG	Mercedes Vito Minibus	Go-Ahead London	Red #	NP
-	WO21 PFV	Mercedes Vito Minibus	Go-Ahead London	Red #	NP
-	RX71 SYR	Mercedes Vito Minibus	Go-Ahead London	Red #	NP
-	RX71 SYS	Mercedes Vito Minibus	Go-Ahead London	Red #	NP
-	RX71 SYU	Mercedes Vito Minibus	Go-Ahead London	Red #	NP
-	RX71 SYV	Mercedes Vito Minibus	Go-Ahead London	Red #	C
-	GL68 HHN	VW Transporter Minibus	Metroline	Brown #	HT
-	AY71 JDZ	Ford Transit Custom Minibus	Metroline	Red #	PB
-	WM69 GEJ	Nissan e-NV200 Minibus	Tower Transit	Grey	LI
-	WM69 JFA	Nissan e-NV200 Minibus	Tower Transit	Grey	LI

### Additional information

VW minibus GL69 SFK was listed in TLB684 as being with Stagecoach at Rainham. It is in fact used by Arriva London from Grays.

The ten new minibuses for Go-Ahead London (3 were listed last month) should see off the remaining '62, '13 and '64 registered examples. RJ19 HSG has transferred from C to MG. Two Ford Transit Connect vans that were listed as being withdrawn last year have been noted apparently back in use. EK64 CDZ is now at SW while EK64 CFY is at C.

Vehicles withdrawn include Abellio 6774 (EJ14 XMG), Arriva SC LN18 YBF, Arriva the Shires V226/9744 (AD59 YLN), Ensignbus OU66 WUK, Falcon WR62 VWF and Metrobus 8033 (FY63 TBU).

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

This TLB closed on 8-10 October and due for posting on 19 October. Closing date for TLB687 is Weds 3 November and due for posting on Tues 16 November. 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 03Nov, 01Dec 2021, 05Jan, 02Feb, 02Mar, 30Mar 2022. 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.

---



Go-Ahead has replaced older E400s with newer examples (E 281/2/3) on the Roehampton University shuttle route 849. This is E 281 at Tibbetts Corner en-route to the southern extremity of the route at Wimbledon, having travelled from Barnes. *(Terry Wong Min)*



Sullivan Buses has treated its WVL 2 in an 'NBC green' style of livery. In spite of the type code, this bus was not a former London WVL. It is used solely on Hertfordshire services and so here it is in London Colney on schoolday route 356. *(Richard Godfrey)*



Red Rose and Redline have acquired several five-year-old E20Ds from Whitelaw's and have kept their silver livery. Redline's X20 provides a fast service between Oxford, Thame and Aylesbury. In this view SW16 GSW is arriving back to its home town in Gatehouse Road. *(Russell Young)*

**Rear cover:** New BYD/AD E400EVs are running late with three London operators but Tower Transit's redundant Volvo B5LHs are well into their second period of loan to other operators. From 18th September Stagecoach at Catford took some on for route 160. No. 80128 at Sidcup Station has lost both TT's name and number. *(Laurie Rufus)*



**Serving London's bus enthusiasts  
since 1964**

