

TLB691

The London Bus

Number 691
March 2022



London Omnibus Traction Society
www.lots.org.uk



A surprise after the PVR reduction on route 133 was the transfer of a dozen surplus HAs to route 198 worked by Arriva's Thornton Heath Garage in the Croydon area. Hence HA 21, one of the fairly rare E400H-City variants makes an appearance in Bridle Road, Shirley on 11th February. *(William Clark)*

As with the 125 on our front cover, the 235 is also waiting for electric power at Hounslow Heath Garage. In the meantime, a fleet of 10.9m DLE class Enviro200s is maintaining the service. A foggy day on 15th January at the 235 terminal in Sunbury Village and we find DLE 30241 awaiting return to Brentford. *(Terry O'Neill)*



Front cover: VH 45084 is one of the Tower Transit fleet that was merged with RATP at Westbourne Park Garage and displays the new company logo. Until electric power can be installed at Edgware Garage, route 125 uses VHs. This example pauses on Aerodrome Road, Colindale on 11th February. *(Haydn Davies)*



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



ISSN 0263-3329

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

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

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

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

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

LOTS Members' Information Service (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

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

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

This issue was finalised on 4-6 March and due for posting on Tues 15 March.

Closing date for TLB692 is Weds 30th March (note early date) and due for posting on Tues 12 April.

Booked later closing dates are Wednesdays 04May, 08June, 06July, 03Aug, 07Sep, 05Oct 2022.

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Coming Events

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

Sat 26 March: Heritage operation on route 101 (Wanstead to North Woolwich).

<https://www.londonbusmuseum.com/route-101-running-day/>

Sat 26 March: Twilight running (from 5.30pm) in Oxford City using Oxford Bus Museum buses.

Sun 27 March: A&DMS Running Day based on Dorking (North) Station.

Sat 02 April: South East Bus Festival at Detling showground in Kent. (LSS)

Sun 10 April: London Bus Museum Brooklands – Spring Gathering. (LSS)

Sat 23 April NLETE Transport Bazaar at Enfield. Note that it returns to St Stephen's Church Hall, Village Road, Enfield (ex route 329). 11:00-14:30, £3 entry (acc. children free).

Sun 08 May: HCVS London to Brighton run.

Sat 14 May Transport Bazaar at Theydon Bois Village Hall (close to station), 11:00-15:30, £3 entry (acc. children free) Then. Sat 01 Oct

Sat 14 May: Faversham, Kent, vintage bus running day.

Sat 15 May: Whittlesey, Cambs. Fenland bus display and running day.

Sun 15 May: A&DMBS Running Day based on High Wycombe Bus Station.

Sun 22 May: Didcot, a new event, no info yet.

Sun 12 June: Heritage operation on route 81 (Hounslow to Slough, journeys to Windsor). It will include participation by more modern preserved buses outside the LEZ.

<https://www.londonbusmuseum.com/route-81-running-day/>

Sun 19 June: A&DMBS Elstree & Borehamwood Running Day based on Allum Manor, Elstree.

Sun 26 June: London Bus Museum Brooklands – 'On the Buses' Summer Gathering.

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

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

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

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

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

LOTS Meetings

LOTS Meetings are at Conway Hall, Holborn at 7.30pm (hall open from 6.30). We are in the Great Hall unless otherwise stated. Conway Hall authorities currently request that visitors are encouraged to wear face masks and that those feeling that they have Covid symptoms are asked not to attend. Sadly, at the last minute our speaker for 21 February became indisposed but he intends to come on 23rd May.

So for the record, the 21 February meeting was by Eamonn Kentell, a photographic presentation:- London Buses after London, present and past.

Thus the next meeting is on Monday 23rd May where Andy Corbett, Commercial Delivery Director of RATP is due to make a presentation about RATP DEV TRANSIT LONDON.

Further booked meetings are 27 June (AGM in the smaller Brockway Room), then 26 September and 28 November in the Great Hall.

Payments for Membership and orders to Postal Sales

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

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

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The most recent Sales List was included with TLB687 but in any case the Sales List on our website can be used. Orders from the Sales List or a letter is perfectly acceptable. In all cases above, if you send us a cheque, please don’t staple cheques to the form – they really won’t get lost by us but might be when the banks try to process them electronically!

LOTS Postal Sales

The new Sales List that was distributed with November TLB687 featured several new and ‘coming soon’ titles and it should be noted that the pricing structure for binders has changed.

Please note that ‘Surrey’s Spring Line’ (from LHRG) is no longer available.

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

LBM 198 Winter 2021 (£5.00) Main features are ‘Streatham’s buses in the Sixties’ by Ian King; ‘Volvo double-deckers in London’ by Malc McDonald; ‘Trolleybus route 667 bank holiday workings’ by Hugh Taylor. 120 pictures in this issue.

Steering London Through – London’s Road Services in the Second World War. By Tony Beard and Mick Webber. Capital Transport £40.00. Largely a chronological story of the period, focussing on the behind-the-scenes planning by LT, both before the war (starting in 1937) and during it. (***NEW***)

London Trolleybus Depots Part Three. By Hugh Taylor, published by Adam Gordon, £44.00. Covers Stonebridge Park, Colindale, Finchley and Wood Green, including separate maps of the overhead layout of the four depots. (****NEW****)

Mr. Gibson’s Ticket Machine - The Complete Story 1944-1993. By Anthony Cross, (£16.95) by Capital Transport. (****NEW****)

London’s Buses 1979-1994 - The Capital’s Bus Network in Transition. By Andrew Bartlett, £30.00.

The London Volvo B7TL - by Matthew Wharmby (Pen & Sword), £35.00.

London’s Historical Railway Terminal Stations - An Illustrated History. By Geoff Swaine, (Pen & Sword) £30.00.

**** The 2022 Fleetbook** is going to print later in March and we expect it by the 31st. As usual, it is 128 pages and illustrated. We shall have a sales stand at the Detling and Brooklands major events in early April. Price will be £7.50 but do not order until we announce on our website that it is back with us.

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 far the biggest news story of the month has been the **invasion of Ukraine by Russian troops** on 24 February. Talks between Russian President Putin and western leaders failed to stop the action despite Putin denying he was planning an invasion. Sanctions have been imposed against Russia and Russian interests in London. In the short term the most likely outcome here is an increase in fuel prices, which had already reached record levels before the invasion.

More **Covid measures** were relaxed from 24 February and all remaining restrictions are to be lifted from 1 April as infection rates and hospital deaths attributed to Covid continued to fall. The requirement to wear a facemask on TfL services ceased on 24 February but it remains a recommendation. Nevertheless, bus and Underground use remains way below pre-pandemic levels. **Metropolitan Police Commissioner Cressida Dick** was forced to resign after London Mayor Sadiq Khan said he had lost confidence in her. She will remain in post until a replacement is appointed. Meanwhile the Met Police investigation into ‘parties’ held at No 10 during lockdowns continues.

Following on from TLB 690, **TfL’s funding agreement** with the Government was extended for a further week from the 18th to 25th February. On that date a statement was issued by TfL Commissioner Andy Byford where he announced that a new short term agreement had been reached for an extension of funding support through to 24 June 2022. He added that it is essential that agreement is reached with Government on longer term capital support during this funding period which would be crucial for coming years if a period of managed decline of London’s transport network is to be avoided. The funding package comprises an ‘Extraordinary Support Grant of £200 million payable under section 101 of the Greater London Authority Act 1999, paid in three instalments commencing on 29 April’. Various measures are included to enable the Government to top up TfL’s revenues with additional grant payments if they are lower than forecast. Conversely, if TfL’s revenues are higher than expected it will be required to pay that excess to the Department for Transport at the end of the funding period. TfL will also be required to demonstrate options to achieve up to £400 million of additional revenue or costs savings in 2022/23, above those already agreed. A TfL press release launching the new electric buses on route 63 which have added features, states that no new electric buses will be ordered until a long term funding agreement has been reached. However it is unclear whether this means all EV buses or just high spec ones like those on the 63.

One of the measures already agreed was for a **TfL Fares** increase to take effect from 1 March. The overall increase is 4.8% which is 1% above the inflation rate and represents the highest fares increase for many years. The single bus hopper fare increased from £1.55 to £1.65 while the daily cap is up from £4.65 to £4.95. Pay As You Go and Travelcard caps increased by an average of 3.8% over all modes. The biggest increase is the Emirates Air Line where fares increased by an average of 9.2%, with a single ticket purchased from the ticket office up from £5 to £6. Regulated rail fares on the National Rail network also increased on 1 March, by an average of 3.8%

The RMT Union called Underground strikes on 1st and 3rd March which affected all lines. Very few trains were running, mostly in outer areas. Unions are opposed to possible job losses and changes to pension entitlements. TfL says it has not announced any compulsory redundancies but staff who leave or retire are not being replaced. London Mayor Sadiq Khan appealed to the unions to come to the table and work with City Hall and TfL. These strikes are not related to the ongoing night tube dispute (see TLB’s 688 & 689).

TfL has been testing ‘**Green Person Authority signals**’ (TfL’s description not mine!) at 18 locations in the Capital. Unlike existing crossings these give a continuous green signal to pedestrians until a vehicle is detected approaching the crossing. New data from the trial suggests that the pedestrian priority signals reduced journey time for people, making it easier and safer to cross. Data showed that the signals had virtually no impact on traffic with only minimal changes to journey times for buses and other traffic.

There remains no firm date for the introduction of **Elizabeth line services** between Abbey Wood and Paddington. In recent weeks a number of emergency evacuation tests have been carried out in the new tunnels and test trains have been running to a 5-minute frequency.

Corporate and company news

Go Ahead Group financial results were announced on 25 February following a long delay. The group recorded an operating profit of £115.5 million for the year to July 2021. It has set aside £30 million for a potential fine by the Department for Transport in respect of its South Eastern Franchise. The group had previously admitted financial errors relating to its contract and another £26 million had been identified as being owed to the DfT. **First Group** issued a trading statement, also on 25 February, which said its finances were in line with expectations and passenger numbers had recovered to between 70% & 75% of pre pandemic levels.

Other General News

More support for bus services outside London from April has been announced. The **Bus Recovery Grant** which was due to expire at the end of March is being extended for a further six months. This should enable current service levels to continue as usage recovers to pre-pandemic levels. Big cuts to services had been feared in some areas if the additional funding had not been provided. The Confederation of Passenger Transport predicted some areas could face 30% cuts to their bus service.

For example, faced with the need to save more than £2m a year in its transport budget, Kent County Council has gone out to public consultation, closing on 20th April, on the proposed withdrawal of 47 supported services. These include the entire Kent Karrier network (on the Sevenoaks version of which the cost is quoted as an eye-watering £49+ per passenger journey), and many others which have survived previous reviews despite their precarious position. Withdrawals would start during the summer. There has been the predictable recoil in the local press, failing to appreciate the perspective of the situation, and from so-called local interest groups, where expectations of having services available have for many years signally not been matched by actual usage, even pre-Covid.

130 BYD/ADL double decks have been ordered for **National Express Coventry** as the first stage to give the city an all-electric bus service. The Department for Transport has awarded £50 million to the West Midlands Combined authority for the project. More awards for EV buses in England are expected soon. **The Scottish Government** has announced £62 million towards the purchase of 276 battery electric buses. At least 137 of the new EV buses will be built by ADL at Falkirk.

Both South Yorkshire and Liverpool are looking at introducing **franchising** ‘to bring back buses under public control to ensure it is run in the interests of local people’ according to Liverpool City Region Mayor Steve Rotherham. In South Yorkshire the Combined Authority is due to vote on a scheme which is estimated to cost £3 million to set up but it is bidding for £430 million from the Government through its Bus Service Improvement Plan. An alternative view was expressed in **My London** the on-line journal where transport correspondent Callum Marius travelled to Brighton, North Yorkshire and Reading to find examples of good bus services. He observed that fares are generally higher than in the capital but the quality of service, timetables, maps and vehicle specification was often better, with London only just catching up on free wi-fi and USB charging.

A few corrections to TLB690: First in Leicester, Potteries and Leeds (and possibly others) introduced Tap On Tap Off with weekly capping last year, ahead of Metrobus/Brighton & Hove. There are no longer bendy buses in Bath but there are 34 Van Hool bendies in Belfast, not 18.

Great Western Railway has signed a deal with manufacturer Vivarail to trial new battery charging technology on its network. The trial, supported by Network Rail will take place on the Greenford branch later this year using a former London Underground D stock Class 230 unit. The train is predicted to have a range of 62 miles on one charge and fast charge equipment will be installed at West Ealing Station.

Congratulations to **Mariusz Przybylski** of Abellio London who was awarded “The Joe Wood Scheduler of the Year 2021” that recognises the important work done by schedulers. Nominations came from operators large and small across the UK and beyond and the award ceremony was held in Galway on 25th February. Like at all operators, we (LOTS) rely on schedulers for much info in TLB.

GREATER LONDON AREA - Route Developments

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

LONDON BUSES - TENDERED ROUTES UPDATE

No new awards as at 4th March, the Tranche list remains as in TLB687.

ROUTE AND SERVICE CHANGES

Thanks to member Mike pointing out, some clarification is required to the terminals at West Middlesex Hospital involving routes 117, 481 and H22. The terminals of 117 and H22 swapped over on 6th March 2021 because of complaints at the hospital. Then from 15th May to 30th September, route 481 was also curtailed at the Main Entrance. These were all temporary, and with the award of route 117 to London United from 4th September 2021, the 117 returned to serving the Mental Unit Loop, as well as route 481 which had also returned at least before the end of September.

Saturday 4th October 2021: regarding route 684 (*Go-Ahead*), the original running number of #MB684 was changed to #MB1 on 28th August 2021.

Saturday 18th October 2021:

From TLB678, p13 we were advised of a 'temporary change' to the PVR of route 343 (*Go-Ahead*) from 6th February 2021, this became permanent from 18th October 2021 and should be recorded as 23/18/14 #NX831+.

Saturday 6th November 2021: Additional: PVR change to Go-Ahead 35 to 27/22/13 #Q501+.

Saturday 8th January 2022: All as in TLB690.

Saturday 15th January 2022: All as in TLB690, with a correction to N15:

N15 (*Go-Ahead Blue Triangle-DS*) (Oxford Circus & Romford Market) Frequency restored to Pre-Covid levels and to clarify, it had been re-allocated to Henley Road (DS) garage on 17th July 2021 and is now part re-allocated back to Barking (RR) garage. (Thanks to member Martin for spotting this; the PVRs were correct, though).

Saturday 22nd January 2022: All as in TLB690.

Saturday 29th January 2022: All as in TLB690, although 170 running number sequence is SW61+ (and corrects SUP39B). Route 28 restored to normal timetables following re-allocation.

Saturday 5th February 2022:

EL1 and EL3 (*Go-Ahead*) returned to Barking Riverside, Northgate Road after temporary diversion finished.

298 (*Sullivan Buses-SM*) (Arnos Grove Station & Potters Bar Station) Renewal of LBSL (QC) contract using existing AE-class AD20D Enviro 200 diesel single-decks and one existing E-class AD40D Enviro 400 diesel double-deck.

W9 (*Sullivan Buses-SM*) (Chase Farm Hospital & Southgate Station) Renewal of LBSL (QC) contract using existing AE-class AD20D Enviro 200 diesel single-decks.

PVR changes from 5th February:

Sullivan Buses: 298 to 6/5*/3 #SM1+ (*389/399), no change to W9 PVRs.

All information is repeated in full from this point:

Saturday 12th February 2022:

Stagecoach routes that had a temporary reduced service during January returned to normal, including Stagecoach routes 53, 128/=, 136, 145, 161, 165, 169, 174, 248, 252, 256, 257, 365/= and 474/=.

Following a review to Westway special schedules, normal schedules were re-introduced on Metroline routes 6, 16, 46, 52, 92 Sat, 98 (correcting TLB689!), 226, 245, 297 Su, 316, 328, 332 and 390. I understand these are reviewed every 4 weeks.

From Saturday 12th to Sunday 20th February, Trams were suspended between Wandle Park and East Croydon owing to track works at Reeves Corner.

14/= (*Go-Ahead London General-AF*) (Putney Heath, Green Man & Russell Square) Mon-Sat daytime frequency reduced from x8 to x10 mins.

322 (*Go-Ahead London General-SW*) (Crystal Palace & Clapham Common, Old Town) Widened timetables Mon-Sat daytimes reintroduced for reliability.

453/= (*Go-Ahead London Central-NX*) (Marylebone Station & Deptford Bridge Station) Mon-Fri peak frequency reduced from x4-5 to x6mins.

733 (*Tower Transit-LI*) (Moorgate, Finsbury Square and Oval Station) Revised timetable for running time.

W5 (*HCT Group-HK*) (Harringay, Sainsbury's & Archway Station) Mon-Fri SDO journey peak journeys withdrawn.

PVR changes from 12th February:

Go-Ahead London Central: 453 to 30/24/19 #NX411+;

Go-Ahead London General: 14 to 21/20/16 #AF111+, 22 to 17/17/13 #61+ (crosslink from 14 withdrawn), 322 to 10/10/8 #SW41+ (no #SW45 on Sunday);

HCT Group: W5 to 7/7/5 #HK101+;

Tower Transit: 733 to 14/-/- #LI901+

Saturday 19th February 2022:

RATP routes that had a temporary reduced service during January returned to normal, including RATP routes 18, 65, 70, 79, 85/=, 111/=, 251, 288, H12, H14, H32/= and H37/=.

243/= (*Arriva London North-AR*) (Wood Green Station & Waterloo Station) Revised Mon-Fri & Nightly timetables for running time.

390/= (*Metroline Travel-HT*) (Victoria Station & Archway Station) Mon-Sat daytime frequency reduced from x6 to x8-9mins and additional peak journeys withdrawn.

605 (*Sullivan Buses-SM*) (Edgware Station & Totteridge & Whetstone Station SDO) The Mill Hill County School journeys between Edgware and Marsh Lane are withdrawn.

628 (*Sullivan Buses-SM*) (Kingsbury JFS & Southgate Station via Deansbrook Road SDO PM only) Two of the afternoon journeys withdrawn, leaving just one afternoon journey on this route.

638 (*Stagecoach Selkent-TB*) (Kemnal College & Coney Hall, Glebe Way SDO) One AM and PM journey to and from Kemnal College withdrawn.

683 (*Sullivan Buses-SM*) (Kingsbury JFS & Friern Barnet, Town Hall SDO) one additional AM journey and 2 additional PM journeys added

688 (*Sullivan Buses-SM*) (Kingsbury JFS & Southgate Station via Edgware SDO) one morning journey withdrawn, but afternoon journey added.

EL1/= (*Go-Ahead Blue Triangle-RR*) (Ilford Hill & Barking Riverside, Northgate Road) LBSL (QC) contract extended for 2 years.

EL2 (*Go-Ahead Blue Triangle-RR*) (Becontree Heath, Leisure Centre & Dagenham Dock Station) LBSL (QC) contract extended for 2 years.

EL3 (*Go-Ahead Blue Triangle-RR*) (Little Heath, Haw Bush & Barking Reach, Mallards Drive, SDO to Barking Riverside, Northgate Road) LBSL (QC) contract extended for 2 years.

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

PVR changes from 19th February:

Arriva London North: 243 no change to PVRs;

Go-Ahead Blue Triangle: EL1 to 19/17/10 #RR101+, EL2, EL3 no change to PVRs;

Metroline Travel: 390 to 21/20/16 #HT91+;

Stagecoach Selkent: 61 to 9 (+1/261, +1/638)/10/7 #TB201+, 261 to 13*(61, *638 We-Fr Sc)/13/10 #TB101+, 638 to 5*(61, +1/261 We-Fr) /-/- #TB501+;

Sullivan Buses: 605 to 1/-/- #SM36, 628 to 1/-/- #SM60, 683 to 4/-/- #SM54,58,59,61, 688 to 4/-/- #SM50-53. Note that an extra unscheduled journey run on 683/688 on Tuesdays and Thursday for an after-school club. These previously ran using the 683/688 PVRs, but are now cross-linked from 606 as #SM78,79 when required.

Saturday 26th February 2022:

44 (*Go-Ahead London General-AL*) (Tooting Station & Victoria Station) Mon-Fri Peak frequency reduced from x8 to x10 mins.

55 (*Stagecoach East London-T*) (Oxford Circus & Walthamstow Central Station) and

N55 (*Stagecoach East London-T*) (Oxford Circus & Woodford Wells, Horse & Well) Renewal of LBSL (QC) contract using existing LT-class New Routemasters.

56 (*Stagecoach East London-T*) (Whipps Cross & St. Bartholomew's Hospital) Renewal of LBSL (QC) contract using existing AD40H Enviro400H hybrid double-deck vehicles.

242 (*Arriva London North-CT*) (Aldgate Station & Homerton Hospital) and

N242 (*Arriva London North-CT*) (Tottenham Court Road Station & Homerton Hospital) LBSL (QC) contract extended for 2 years.

277 (*Stagecoach East London-WH*) (Dalston Junction & Crossharbour, Asda) and

N277 (*Stagecoach East London-BW*) (Islington, White Lion Street & Crossharbour, Asda) LBSL (QC) contract extended for 2 years.

297/= (*Metroline Travel-PA*) (Willesden Garage & Ealing Broadway Station) Re-allocated from West Perivale (PA) garage to Perivale (PV) garage.

335 (*Arriva London North-DT*) (North Greenwich Station & Kidbrooke, Wingfield School) Renewal of LBSL (QC) contract using existing HV-class Volvo B5LH/Wrightbus hybrid double-decks.

397 (*HCT Group-AW*) (Crooked Billet, Sainsbury's & Debden Broadway) Renewal of LBSL (QC) contract using existing AD E20D AD Enviro200 diesel single-deck vehicles.

488 (*Tower Transit-LI*) (Bromley-by-Bow, Tesco & Dalston Junction) Renewal of LBSL (QC) contract using existing AD E20D AD Enviro200 diesel single-deck vehicles.

W14 (*Tower Transit-LI*) (Leyton, Asda & Woodford Bridge) LBSL (QC) contract extended for 2 years.

N31 (*Metroline Travel-PA*) (Camden Town, Bayham Street & Clapham Junction, St John's Hill) Re-allocated from West Perivale (PA) garage to Perivale (PV) garage, not Willesden Junction (WJ) garage. Apologies for that. Revised nightly timetables and converted to VWH-class Volvo B5LH Wrightbus hybrid double-decks.

PVR changes from 26th February:

Arriva London North: 242/N242, 335 no change to PVRs;

Go-Ahead London General: 44 to 16/16/10 #AL261+;

HCT Group: 397 no change to PVRs;

Metroline Travel: 297/=, N31 no change to PVRs: 297 to #PV151+, =297 to PV181+, N31 to #PV191+;

Stagecoach East London: 55/N55, 56, 277/N277, no change to PVRs;

Tower Transit: 488 to 9/8/6 #LI651+, W14 no change to PVRs;

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

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

Saturday 5th March 2022:

Metroline's route 16 temporary reduced service returned to normal.

Additional supplementary services on Stagecoach routes 161, 474 and N8 to cover engineering works on the DLR and Central line during this weekend.

- 31 (*Metroline Travel-PA*) (Camden Town, Bayham Street & White City, Bus Station) Re-allocated from West Perivale (PA) garage to Willesden Junction (WJ) garage thus novated to Metroline West. Allocation remains VMH-class Volvo B5LH/MCV EvoSeti vehicles.
- 58 (*Tower Transit-LI*) (East Ham, Central Park & Walthamstow Central Station) LBSL (QC) contract extended for 2 years.
- 90 (*Metroline Travel-PA*) (Feltham, Leisure West & Northolt Station) Re-allocated from West Perivale (PA) garage to Brentford (AH) garage. Allocation remains VMH-class Volvo B5LH/MCV EvoSeti vehicles.
- 97 (*Stagecoach East London-WH*) (Stratford City, Bus Station & Chingford Station) LBSL (QC) contract extended for 2 years.
- 101 (*Go-Ahead Blue Triangle-RR*) (Gallions Reach, Shopping Park & Wanstead Station) LBSL (QC) contract extended for 2 years.
- 215 (*Stagecoach East London-T*) (Walthamstow Central Station & Lee Valley Campsite) LBSL (QC) contract extended for 2 years.
- 238/= (*Stagecoach East London-WH/BK*) (Stratford, Bus Station & Barking Station) LBSL (QC) contract extended for 2 years.
- 308 (*Tower Transit-LI*) (Wanstead Station & Clapton, Lea Bridge Roundabout) Renewal of LBSL (QC) contract using existing MV-class Volvo B5LH MCV EvoSeti hybrid double-deck vehicles.
- 309 (*HCT Group-HK*) (Canning Town, Bus Station & Bethnal Green, Bonner Road) LBSL (QC) contract extended for 2 years.
- 325 (*Arriva London North-DX*) (Prince Regent Station & East Beckton, Sainsbury's) LBSL (QC) contract extended for 2 years.
- 415 (*Abellio-QB*) (Tulse Hill Station & Old Kent Road, Tesco) Renewal of LBSL (QC) contract using existing LT-class New Routemasters.
- 455 (*Go-Ahead Metrobus-C*) (Wallington Station & Old Lodge Lane, Canons Hill) LBSL (QC) contract extended this time for 2 years, or until service changes as a result of the Croydon/Sutton consultation are introduced.
- 689 (*Arriva London South-TH*) (The Glade, Glade Gardens & West Croydon, Bus Station SDO) Afternoon journey retimed to run 7 minutes earlier at 15:20.
- W11 (*HCT Group-AW*) (Walthamstow Central Station & Chingford Hall Estate) LBSL (QC) contract extended for 2 years.
- W12 (*HCT Group-HK*) (Coppermill Lane & Wanstead Station) LBSL (QC) contract extended for 2 years.
- W15 (Cogan Hall Estate & Hackney, Town Hall) LBSL (QC) contract awarded to *Go-Ahead London General* using new and existing electric SEe-class single-decks from Northumberland Park (NP) garage. Currently operated by *Tower Transit* from Lea Interchange (LI) garage.
- W16 (*HCT Group-AW*) (Chingford Mount, Prince Albert & Leytonstone Station) Renewal of LBSL (QC) contract using existing AD E20D AD Enviro200 diesel single-deck vehicles.
- N20 (*Metroline Travel-HT*) (Trafalgar Square & Barnet Hospital) the 'temporary extension' from Barnet Church to Barnet Hospital which has been running since the first lockdown from 1st /2nd April 2020, are now permanent. According to TfL these had been non-stop from Barnet Church, but now serve all stops.

PVR changes from 5th March:

Go-Ahead London General: W15 to 21/19/14 #NP631+;

Metroline Travel: 31 no change to PVRs and to #WJ1+; also novated to Metroline West, 90 to 16/15/9 #AH151+; PA garage closed. No change to N20 PVRs;

Tower Transit: 308 to 13/13/7 #LI601+, W15 withdrawn; Other PVRs to follow next month.

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

Saturday 12th March 2022:

- 167 (*Stagecoach East London-BK*) (Ilford, High Road & Loughton Station) LBSL (QC) contract extended for 2 years.
- 379 (*Go-Ahead London General-NP*) (Chingford Station & Yardley Lane Estate, Boardman Avenue) LBSL (QC) contract extended for 2 years.
- 549 (South Woodford Station & Loughton Station, Mon-Sat except evenings) LBSL (QC) contract awarded to *Sullivan Buses* using existing AE-class AD20D Enviro 200 diesel single-deck vehicle from South Mimms (SM) garage. Currently operated by *Stagecoach East London* from West Ham (WH) garage.
- 667 (Ilford High Road & Chigwell, West Hatch School SDO) LBSL (QX) contract awarded to *Stagecoach East London* using existing AD E40D AD Enviro400 diesel double-deck vehicles from Barking (BK) garage. Currently operated by *Go-Ahead Blue Triangle* from River Road (RR) garage.
- 677 (Ilford High Road & Debden Station SDO) LBSL (QX) contract awarded to *Go-Ahead Blue Triangle* using existing E-class AD E40D AD Enviro400 diesel double-deck vehicle from River Road (RR) garage. Currently operated by *Stagecoach East London* from Barking (BK) garage.
- W13 (*HCT Group-HK*) (Leytonstone, Bus Station & Woodford Wells, Horse & Well) LBSL (QC) contract extended for 2 years.

Saturday 19th March 2022:

- U5 (*Abellio-GW*) (Uxbridge, York Road & Hayes, Clarendon Road) Renewal of LBSL (QC) contract using new electric double-deck vehicles, in due course.

Saturday 26th March 2022:

Additional supplementary journeys on routes 14 and 22 over this weekend, daytimes between Hyde Park Corner and Putney Bridge to cover for engineering work on the District line.

- 17 (*Metroline Travel-HT*) (Archway & London Bridge Station) Revised Mon-Fri schedule.
- 41 (*Arriva London North-AR*) (Archway Station & Tottenham Hale Station) Revised Mon-Fri timetable, removing one AM peak journey from Tottenham Hale Station.
- 76/= (*Go-Ahead London General-NP*) (Waterloo, Bayliss Road & Tottenham Hale Station) LBSL (QC) contract extended for 2 years.
- 121 (*Arriva London North-E*) (Turnpike Lane Station & Enfield Island Village) Revised Mon-Fri timetable, with minor peak revisions.
- 259 (*Arriva London North-EC*) (King's Cross, Grays Inn Road & Edmonton Green Station) LBSL (QC) contract extended for 2 years.
- 319/= (*Arriva London South-BN*) (Sloane Square & Streatham Hill, Telford Avenue) Frequency restored to Pre-Covid levels.
- 329 (*Arriva London North-AD*) (Turnpike Lane Station & Enfield, Little Park Gardens) Revised Mon-Fri timetable, removing additional peak journeys.
- 362 (*Stagecoach East London-BK*) (Grange Hill Station & Goodmayes, King George Hospital) LBSL (QC) contract extended for 2 years.
- 393 (*Metroline Travel-HT*) (Chalk Farm, Morrisons & Clapton Pond) Rerouted at Kentish Town eastbound direct on Prince of Wales Road instead of Castlehaven Road and Castle Road.
- 462 (*Stagecoach East London-BK*) (Limes Farm Estate & Ilford, High Road) LBSL (QC) contract extended for 2 years.
- N41 (*Arriva London North-AR*) (Trafalgar Square & Tottenham Hale Station) Revised nightly timetable for running time.

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

Saturday 2nd April 2022:

Temporary roadworks schedules introduced on Mon-Fri on Metroline West route 95.

- 2 (Arriva London South-N) (Marylebone Station & Norwood Garage) and
- N2 (Arriva London South-N) (Marylebone Station & Crystal Palace) LBSL (QC) contract extended for 2 years.
- 13/= (London Transit-X) (Victoria Station & North Finchley) Renewal of LBSL (QC) contract using existing VMH-class Volvo B5LH MCV EvoSeti hybrid double-deck vehicles.
- 19 (Arriva London North-AR) (Battersea Bridge, South Side & Finsbury Park Station) and
- N19 (Arriva London North-AR) (Clapham Junction, St. John's Hill & Finsbury Park Station) LBSL (QC) contract extended for 2 years.
- 26 (HCT Group-HK) (Waterloo Station & Hackney Wick) Revised M-F schedules for running time, restoring service prior to 1st August 2020. (This change, and that on the D6, is to restore the increased PVR on 26 and decrease on D6, deferred from 1st January 2022).
- 113 (Metroline Travel-EW) (Edgware Station & Marble Arch) and
- N113 (Metroline Travel-EW) (Edgware Station & Trafalgar Square) LBSL (QC) contract extended for 2 years.
- 249 (Arriva London South-N) (Clapham Common Station & Anerley Station) LBSL (QC) contract extended for 2 years.
- 432 (Brixton Station & Anerley Station) LBSL (QC) contract awarded to *Arriva London South* using existing HV-class Volvo B5LH Wrightbus Eclipse Gemini 2 hybrid double-deck vehicles from Norwood (N) garage. Currently operated by *Go-Ahead London General* from Stockwell (SW) garage.
- 617 (Sullivan Buses-SM) (Turnpike Lane Station & Turkey Street, St. Ignatius College SDO) Renewal of LBSL (QX) contract using existing E-class AD E40D AD Enviro400 diesel double-deck vehicles.
- 629 (Sullivan Buses-SM) (Wood Green Station & Turkey Street, St. Ignatius College SDO) Renewal of LBSL (QX) contract using existing E-class AD E40D AD Enviro400 diesel double-deck vehicles.
- 678 (Beckton, Bus Station & Upton Lane, St. George's Road, AM jnys to Stratford Bus Station SDO) LBSL (QX) contract awarded to *Tower Transit* using existing MV-class Volvo B5LH MCV EvoSeti hybrid double-deck vehicles from Lea Interchange (LI) garage. Currently operated by *Stagecoach East London* from West Ham (WH) garage.
- D6 (HCT Group-HK) (Cambridge Heath, Ash Grove Garage & Crossharbour, ASDA) Revised M-F schedules for running time, restoring service prior to 1st August 2020. (Deferred from 1st January 2022).
- R1 (Go-Ahead Metrobus-MB) (Green Street Green, High Street & St. Paul's Cray, Grovelands) LBSL (QC) contract extended for 2 years.
- R2 (Go-Ahead Metrobus-MB) (Orpington, Gravel Pit Way & Biggin Hill Valley, Medley Road, Mon-Sat) LBSL (QC) contract extended for 2 years.
- R3 (Go-Ahead Metrobus-MB) (Princess Royal University Hospital & Orpington Station) LBSL (QC) contract extended for 2 years.
- R4 (Go-Ahead Metrobus-MB) (Princess Royal University Hospital & Pauls Cray Hill) LBSL (QC) contract extended for 2 years.
- R6 (Go-Ahead Metrobus-MB) (Orpington Station & St. Mary Cray Station) LBSL (QC) contract extended for 2 years.
- R8 (Go-Ahead Metrobus-MB) (Orpington Station & Biggin Hill Post Office, Mon-Sat) LBSL (QC) contract extended for 2 years.
- R11 (Go-Ahead Metrobus-MB) (Green Street Green, High Street & Sidcup, Queen Mary's Hospital) LBSL (QC) contract extended for 2 years.

Saturday 9th April 2022:

- S3 (London United-TV) (Malden Manor Station & Belmont Station, Mon-Sat except evenings) LBSL (QC) contract extended for 2 years.

----- *Greater London Route Devts* -----
Easter Holiday 15th to 18th April 2022: A Saturday service will operate on Good Friday 15th April and a Sunday Service on Easter Monday 18th April, with normal service on Easter Saturday and Sunday.

Saturday 16th April 2022:

- 195 (*Abellio-GW*) (Charville Lane Estate & Brentford, County Court) LBSL (QC) contract extended for 2 years.
- X26 (*Go-Ahead Metrobus-C*) (West Croydon, Bus Station & Heathrow Airport Central, express) LBSL (QC) contract extended for 2 years.

Saturday 30th April 2022:

- 110 (*London United-AV*) (Hounslow, Bus Station & Hammersmith, Bus Station) LBSL (QC) contract extended for 2 years.
- 111/= (Kingston, Cromwell Road Bus Station & Heathrow Airport Central) LBSL (QC) contract awarded to *Abellio* using new Wrightbus Electroliner electric double-deck vehicles from Fulwell (TF) garage in due course. Currently operated by *London United* from Hounslow (AV) garage, using LT-class NRM Routemasters.
- 204 (*Metroline Travel-EW*) (Sudbury Town Station & Edgware Station) Renewal of LBSL (QC) contract using new electric double-deck vehicles, in due course.
- 206 (*Metroline West-WJ*) (Kilburn Park Station & Wembley Park, The Paddocks) LBSL (QC) contract extended for 2 years.
- 236 (*Tower Transit-LI*) (Finsbury Park Station, Bus Station & Hackney Wick, Eastway) LBSL (QC) contract extended for 2 years.
- 322 (Crystal Palace & Clapham Common, Old Town) LBSL (QC) contract awarded to *Abellio* using new electric single-deck vehicles from Battersea (QB) garage in due course. Currently operated by *Go-Ahead London General* from Stockwell (SW) garage.
- 350 (*Abellio-GW*) (Heathrow Terminal 5 & Hayes, Asda) Renewal of LBSL (QC) contract using existing diesel single-deckers.
- 394 (*HCT Group-HK*) (Homerton Hospital & Islington, Tolpuddle Street) LBSL (QC) contract extended for 2 years.
- P4 (*Stagecoach Selkent-TL*) (Brixton Station & Lewisham, Town Centre) LBSL (QC) contract extended for 2 years.
- U1 (*Metroline West-UX*) (Ruislip Station & West Drayton Station) and
- U2 (*Metroline West-UX*) (Uxbridge Station & Brunel University) and
- U3 (*Metroline West-UX*) (Uxbridge Station & Heathrow Airport Central) and
- U4 (*Metroline West-UX*) (Uxbridge Station & Hayes, Prologis Park) LBSL (QC) contracts extended for 2 years on all four.
- U10 (*Metroline West-UX*) (Uxbridge Station & Ruislip, Heathfield Rise, Mo-Sa, except late evenings) Renewal of LBSL (QC) contract using existing diesel single-deck vehicles.

SERVICE PROPOSALS

A new consultation was published with a closing date of 24th March. This proposes the withdrawal of the Fr-Sa Night/Sa-Su Morning night service on route **145**. The night service was suspended, along with other “weekend night” services as a result of the suspension of the night tube at the start of the Covid-19 lockdowns since March 2020, none of which have returned as yet. However, TfL say that “our data showed that the number of passengers on this route was consistently less than half the expected number, and this had remained the case for the previous three years.”

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

TLB684 p16: R7 in Chelsfield.

TLB686 p12: 410 stop changes.

TLB686 p12: 497 changes.

TLB688 p13: 1/168 ‘merger’ and changes to 188.

TLB688 p13: 143/620 and 21/263/271 changes.

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. There is still no date for the introduction of the Elizabeth line as thus related bus service changes.

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

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

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

25th June 22: CR7 on 70 (London United), 245 (Metroline Travel), CE+2 on 120, 245, 260, 302 (Metroline Travel), R68, R70 (Abellio).

2nd July 22: CE+2 on 465, C1 (London United). Further dates as in TLB687.

OTHER SPECIAL and MISCELLANEOUS non-TfL OPERATIONS IN LONDON

No new proposals this month.

DIVERSIONS, DEVIATIONS AND DISRUPTIONS

General: On Friday 18th February, Storm Eunice brought a rare Met Office red warning for severe gale force winds to London & the South-East. This brought down many trees especially during the midday period, and many roads were blocked by trees. Too many diversions and temporary roadblocks to mention, although by the evening, buses were accepting rail, tube and DLR tickets across the operating area, as many rail services were also suspended or disrupted.

Central: From 7th February 2022 to 31st March **2025** owing to building work to the BT Centre redevelopment at St. Paul's, Angel Street will be closed. Routes **8, 25, 521, N8, N25 and N242** are diverted eastbound via King Edward Street, Little Britain, Montague Street, Aldersgate Street and St. Martin's Le Grand. Nearby and from 28th February to 13th March, owing to utility works in Newgate Street, routes **8/N8, N25 and N242** were diverted westbound via New Change, St Paul's Churchyard, Ludgate Hill, Farringdon Street and Charterhouse Street, with route **521** following the above diversion to Ludgate Hill then via Fleet Street, Fetter Lane and New Fetter Lane. Route **56** curtailed from St. Bart's to Aldersgate Rotunda. From 7th February to 18th March, owing to road works in Shaftesbury Avenue, routes **14/=, 19, 38, N19 and N38** were diverted in both directions via Coventry Street, Haymarket (return Pall Mall and Regent Street), Cockspur Street, Trafalgar Square and Charing Cross Road. From 14th to 25th February, owing to electrical works in Ebury Bridge Road, routes **44 and N44** were diverted in both directions via Chelsea Bridge Road and Pimlico Road. From 21st to 28th February, owing to water works in Victoria Street, routes **11, 24/=, 148/=, 211/=, N11, N136 and N44** were diverted eastbound via Artillery Row, Greycoat Place, Horseferry Road, Marsham Street and Great Smith Street. Not a diversion as such, but because of problems with the traffic signalisation at the new stand at Aldwych, Melbourne Place, buses curtailed from the east cannot turn there. So, from 5th March for approx. 18 weeks, buses are required to turn via Arundel Street to a temporary stand in Temple Place, returning via Victoria Embankment, Temple Place to Arundel Street. From 24th February until at least 27th February, owing to emergency gas works at Knightsbridge, routes **9, 23, 52, 452 and N9** were diverted westbound via Brompton Road, Thurloe Place, Harrington Road, Queen's Gate, Kensington Road. Thanks to Nicholas for the report.

South: As noted in Route changes, owing to tram track replacement at Reeves Corner from 12th to 20th February, routes **157, 264/=, 407, 410 and 455** were diverted north and westbound via North End, Poplar Walk, Wellesley Road, Croydon Underpass, Croydon Flyover, Pump Pail South, Old Town, Roman Way then Rectory Grove (except 264). From 14th to 19th February, owing to sewer works in Woodcote Valley Road, route **434** was diverted in both directions direct via Brighton Road. From 7th to 11th February and in late evenings only owing to roadworks in the Hooley area, route **405** was diverted southbound from Coulsdon via Marlpit Lane, Coulsdon Road, to Caterham-on-the-Hill, then Chaldon Road, Rook Lane, Dean Lane, Alderstead Road and Shepherd's Hill; basically following Southdown PSV's route 411. Previous diversions affecting this part of the A23 have split route 405 into 2 portions. Also from 14th to 19th February, owing to overnight resurfacing in Station Road, Leatherhead, route **465** was diverted northbound via Leatherhead By-pass Road, direct to Kingston Road, missing out the town centre entirely. Thanks to Martin for these reports.

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

South-East: From 7th February to 15th May, owing to reconstruction works and road resurfacing work, Moorhead Way, Kidbrooke is closed. Routes **335 and B16** are diverted in both directions via Ensign Street and Handley Drive. From 25th January to 18th February, owing to a carriageway collapse in Vanbrugh Park, Blackheath, routes **53, 54, 202, 380 and N53** were diverted in both directions via Stratheden Road and Shooters Hill Road. From 9th to 15th February, owing to water main works in Sheepbarn Lane, New Addington, route **464** was diverted in both directions on a long diversion via King Henry's Drive, Lodge Lane, Kent Gate Way, Addington Road, Croydon Road, West Common Road, Heathfield Road, Westerham Road, Main Road to and from Biggin Hill. Then from 12th to 25th February, owing to telecommunications road works, Ricketts Hill Road was closed and route **464** was curtailed at Biggin Hill, not serving Tatsfield. From 22nd February to 4th March telecommunications work moved a short distance to Luxted Road, so route **R8** was diverted Mon-Fri from 09:00 to 16:00 in both directions via Main Road, Leaves Green Road, Downe Road, New Road Hill, Rookery Road and Downe High Street to War Memorial. From 14th to 19th February, a number of works occurred in the Orpington area. Route **R3**, owing to water works in Kent Road, diverted in both directions direct via Cray Avenue, and route **R7**, owing to gas works in Warren Road, diverted towards Chelsfield Village via Court Road and Church Road. Also, from 14th February but extending to 7th March, route **R4**, owing to gas works in Tubbenden Lane, was diverted in both directions via Crofton Road, Newstead Avenue and Ruskin Drive (not serving Orpington Station). From 18th February to 12th March, owing to cosmetic works in Bean Lane, Bluewater, route **428** is once again curtailed at Darent Valley Hospital. (see TLB689).

South-West: Updating TLB686, it looks as though the Bridge works in Swanden Way, Wandsworth affecting routes **28/N28 and 44/N44** have been extended to 30th April, although affecting westbound routes only. From 28th February to 24th March, owing to pipeline works in Woodthorpe Road, Ashford, route **117** is diverted in both directions via Kingston Road, Fordbridge Road and Stanwell Road. From 5th/6th March and from 21st March to 8th April, the railway bridge at Staines High Street is closed for replacement of the bridge deck. Routes **117, 203, 216 and 290** are curtailed at Kingston Road/Staines Station although other Surrey CC routes could possibly divert via Staines By-Pass.

West: From 2nd to 13th February, owing to a burst water main in Old Oak Common Lane, route **228** was diverted towards Maida Hill via Victoria Road, Wales Farm Road, Western Avenue, Old Oak Common Lane, Brunel Road, Telford Way (eastbound) and Brunel Road, and towards Park Royal via Brunel Road, Telford Way (eastbound), Brunel Road, Old Oak Common Lane, Old Oak Road, East Acton Lane, Old Oak Common Lane, Western Avenue, Leamington Park, Horn Lane and Victoria Road. From 7th to 20th February, owing to water works in Harvil Road, South Harefield, route **U9** was diverted in both directions via Moorhall Road, Morefield Road, North Orbital Road, Denham Avenue, Oxford Road and Western Avenue.

North-West: From 14th February to 1st April, owing to gas works in Headstone Lane, route H18 is diverted via George V Avenue, St Thomas' Drive, Uxbridge Road and Headstone Lane (north). From 16th February to 30th August, owing to urban realm works at Station Terrace, Kensal Rise, route **28** is curtailed at Harrow Road, Elgin Avenue with **452** curtailed to Ladbrooke Grove, Sainsbury's, route **302** continues as normal.

North: From 21st February to 2nd March, owing to water works in Pratt Street, Camden Town, routes **31, 88/= and 274** were diverted southbound via Bayham Street, Crowndale Road and Camden High Street.

East: From 12th to 20th February owing to telecommunications works in Goodmayes Lane, route **EL3** was diverted northbound via Longbridge Road, Becontree Avenue, Bennetts Castle Lane and Green Lane. Member Chris reports that Freemasons Road at Custom House was closed for sewer repairs from at least 17th to 20th February. Routes **241 and 325** diverted via the A13, Prince Regent Lane then on return via Prince Regent Lane to Greengate Street.

COUNTRY AREAS - Route Developments

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

West and South ESSEX, including THURROCK

Saturday 19th March:

- Z1 (*Ensignbus*)(Aveley & Tilbury Amazon via Lakeside, Grays, Chadwell, Daily) Revised timetable.
- Z2 (Canning Town & Tilbury Amazon via Dagenham, Daily) and
- Z4 (Pitsea & Tilbury Amazon via Basildon, Daily) Both Z2 and Z4 re-registered under First Essex Buses O'Licence although expected to be still worked by Ensignbus vehicles.

HERTFORDSHIRE and southern BEDFORDSHIRE

Monday 7th March:

- C1 (*Arriva KT*)(Rosedale & Cuffley Station, M-F peaks) Timetable change for train connections.

Thursday 17th March:

- 354 (*Red Eagle*) (Chesham & Northchurch, M-S) Morning peak timing change at school times.

Friday 18th March:

- 318 (*Mullanys*) (Abbots Langley, South Way & Watford General Hospital, M-F) Last day of operation of this commercial service.

Monday 28th March:

- C/CX (*Grant Palmer*) (Luton & Dunstable Weatherby (C) or Amazon (CX) Timetable change.
- 36A/36C (*Grant Palmer*) (Leighton Buzzard town services) Route and timetable change (no detail yet).

Saturday 2nd April:

- 84 (*Metroline*) (St Albans & New Barnet, Daily) Withdrawn, thus the last day of operation of this commercial service will be Friday 1st. The Potters Bar- Barnet section is not covered.
- 84 (*Sullivan Buses*) New commercial Daily service between St Albans and Potters Bar via the former Metroline route 84 (Cell |Barnes, London Colney, South Mimms), but NOT onward to New Barnet. At Potters Bar Station, buses will run an anti-clockwise loop via Mutton Lane, High Street, Hatfield Road, Church Road, Darkes Lane. Main frequency to be x30min Mon-Sat (x90min in evenings) and x60mins Suns. The SDO projections in St Albans beyond St Peter's Street to Townsend and the St Albans Girl's School will also be continued.

Sunday 17th April:

Substantial reductions in frequencies in Watford and Hemel by Arriva. Thus far no replacements through Harebreaks and Leggatts Way nor Langley Lane in Leavesden or Horseshoe Lane, Garston. Just one route (321, coming through from Luton!) on the trunk Watford- Rickmansworth corridor.

- 2 and 3(*Arriva KT*) (Stevenage & St Nicholas circular, Daily) Mon-Fri frequency increased from x20 to x15min on each, thus getting closer to the pre-Covid timetable.
 - 4 and 5(*Arriva KT*) (Stevenage & Shephall/ Broadwater circular, Daily) Mon-Fri frequency increased from x20 to x15min on each, thus getting closer to the pre-Covid timetable..
 - 3 and 4(*Arriva KT*) (Hemel Hempstead, Chaulden/ Gadebridge & Grove Hill West loops) Reduced Mon-Sat on each section from x30min to x60min. It is already x60min on Sundays.
 - 8 (*Arriva KT*) (Abbots Langley, South Way & Mount Vernon Hospital, Daily) Withdrawn between Abbots Langley and Watford Town Centre. On the Watford - MVH section it remains x30min Mon-Sat, x60min Suns.
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----- *Country Route Devts* -----

Sunday 17th April, continued:

- 10 (*Arriva KT*) (Woodside & Holywell via Watford, Daily) Although the section on Aerodrome Way will be withdrawn, the 10 will extend from Woodside to Abbots Langley, South Way, to partly replace the northern part of route 8. The current 10 operates x15mins Mon-Fri, x20min Sat, x30mins Suns but it will reduce to x30min Mon-Sat, x60min Sun. (but see also 20 below).
- 20 (*Arriva KT*) New Daily route: Holywell- Watford- Woodside as per route 10 except that it will serve Aerodrome Way - but only in Mon-Fri peaks. From Woodside it will replace part of 320 via Leverstock Green, Maylands to Hemel Hempstead Town Centre. Not sure yet if it will still extend as per the 320 to Hemel Rail Station in M-F peaks and Daily evenings. Operation will be x30min Mon-Sat, x60min Suns, thus with route 10 it combines to x15 M-S/ x30 Suns between Holywell and Woodside.
- 100/101 (*Arriva KT*) (Stevenage & Luton via Hitchin, Daily) Mon-Fri offpeak reduced from x15 to x20min. M-F peak remains x15min. No frequency change on Sats & Suns.
- 300 (*Arriva KT*) Hemel Hempstead & St Albans, City Station, M-S) Withdrawn.
- 301 (*Arriva KT*) (St Albans. St Peter's Street & Stevenage, Lister Hospital via Hatfield and Welwyn Garden City, Daily). Adopts the Covid-19 timetable (x30min Mon-Sat, x60 Sun) as 'permanent'.
- 302 (*Arriva KT*) (Hemel Hempstead & Welwyn Garden City, Daily). Minor timetable change on Saturday mornings.
- 320 (*Arriva KT*) (Hemel Hempstead & Berry Lane via Garston, Watford and Rickmansworth, Daily, operating x30min Mon-Sat, x60min Sat). Withdrawn, but with no replacement between Woodside and Watford via Garston; to the west of Watford now covered by the 321.
- 321 (*Arriva tS*) (Luton & Watford, Daily) Still x20min Mon-Sat, x60mins Suns, but extended from Watford via the 320/520 route to Rickmansworth then one per hour to Maple Cross and two per hour to Berry Lane. On Suns hourly only to Berry Lane.
- 500 (*Arriva KT/tS*) (Aylesbury & Watford, M-S) Mon-Fri from x20 to x30mins (already x30min on Sats). A new Sunday hourly service added between Hemel Hempstead and Watford only
- 520 (*Arriva KT*) (Watford Town Centre (two jnys to Watford Junction in M-F peaks) & Maple Cross via Rickmansworth, Mon-Sat) Withdrawn, (see 321).
- S7/S8/S9 (*Red Eagle*) (Verulam Estate & Marshalswick, M-S) The S7 variant rerouted via St Michael's Village in St Albans as part coverage for the 300.

BUCKINGHAMSHIRE and east BERKSHIRE (incl. borders of eastern OXFORDSHIRE

Monday 24th January (additional to TLB690):

- 100 (*Red Rose*) Timing changes in M-F peaks for reliability links to MK route 21.

Monday 14th February and until 31st March:

- 16 (*Red Rose*) Another temporary timetable due to closure of Station Road Quainton for HS2 works. NW-bound buses serve Quainton before Waddesdon, running via Blackgrove Road. SE-bound buses serve Waddesdon before Quainton.

Sunday 20th February:

- 108, 150, 157, 158, 194, N1 (*Thames Valley*) Normal services restored after being reduced since 23rd November due to driver shortage (TLB688 p17 refers). The temporary routes E1/E2/E3 were therefore withdrawn after Saturday 19th.

Sunday 27th February:

- 4 (*First Berkshire*) (Maidenhead & Heathrow Central via Slough, Daily) Additional early morning and late evening journeys added on all days.

Monday 28th February: (adding to route 181 entry in TLB690)

- 71/73 (*Red Rose*) (Whelpley Hill & Coleshill, M-S) Certain M-F peak journeys diverted at Chesham to Chartridge instead of Whelpley Hill/ Ley Hill, these renumbered 77. Effectively 77 peak journeys divert via Chesham Schools. No changes offpeak or Sats nor to Red Eagle's journeys on the 77.

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

Sunday 13th March:

703 (*Reading/TV*) (Bracknell & Heathrow via Slough, Daily) Earlier and later journeys added.

Sunday 17th April:

1/1A (*Carousel*) (High Wycombe & Chesham) Reduced service on Saturdays.

SURREY and northern parts of WEST SUSSEX

Diversion in Dorking: A particularly awkward diversion from 12:30 10th Feb to end of service on 15th closed West Street (part of the town's one-way system) and thus meant that buses could not access High Street eastbound. Metrobus 21/22/93, Compass 32 and TfL465 had to divert via Station Road (Dorking West Station), Ashcombe Road to London Road and the Rail Station. Westbound buses not affected,

Sunday 27th February:

4 and 5 (*Safeguard*) A new section of Sunday service introduced between Guildford Bus Station and Royal Surrey Hospital via The Chase. Sunday buses now run as 4 Hospital- Bus Station- Southway- Park Barn, returning as 5 Park Barn- Southway- Bus Station- Hospital.

North and west KENT

Sunday 3rd April:

AZ (*Go Coachhire*)(Dartford & Gravesend via Amazon, Daily 24-hours) Withdrawn.

AZ (*Arriva KT*) New service between Gravesend and Amazon-LCY3 via Go-Coach AZ routeing via Ebbsfleet and Greenhithe. However, service is only at Amazon shift-times, with Daily journeys from Gravesend at 07:15, 08:45, 18:45, 19:45 and from Amazon at 05:28, 06:38, 18:08, 19:38.

A (*Arriva KT*) (Dartford & Bluewater via The Bridge, Daily). Rerouted in Dartford via William Munday Way and Burroughs Drive instead of the direct route on Temple Hill. At Rennie Drive, rerouted to double-run to Amazon-LCY3. Additional night service (every night) with an hourly service (approx.23:15 to 06:45) between Dartford, Amazon-LCY3 and Greenhithe Station.

B (*Arriva KT*) (Temple Hill & Gravesend, Daily) Minor timetable changes.

401 (*Arriva K&S*) (Tunbridge Wells & Westerham via Sevenoaks, Sundays) De-registered.

433 (*Arriva KT*) (New Ash Green & Bluewater, Sundays) De-registered.

489 (*Arriva KT*) (Gravesend & New Ash Green, Daily) Sunday service de-registered.

The Sunday de-registrations are due to the routine end of contracts. They have been re-tendered but the outcome was not available as we closed for press on 4th March.

Sunday 17th April:

These largely saw the continuation of 18April21 reductions (see TLB681).

402 (*Arriva K&S*) (Tunbridge Wells & Sevenoaks, M-S) Minor timetable changes, retaining the Mon-Sat x30min (as in TLB681 for 18 April 2021). Route 7 (T.Wells & Maidstone) is reduced from x20 to x30mins on M-F (already x30 on Sats) thus 7 and 402 combine to form an even x15min Mon-Sat service between Tonbridge and Tunbridge Wells.

414 (*Arriva KT*) (Dartford & South Darenth, M-S) Minor timetable changes on M-F, but retaining the 18April21 reductions to hourly Mon-Sat.

423 (*Arriva KT*) (Dartford & New Ash Green, M-S) Minor timetable changes but retaining the 18April21 reductions to two-hourly daytime Mon-Sat.

455 (*Arriva KT*) (Gravesend & Valley Drive, Marling Way via Singlewell, M-S) Already reduced to 2 or 3 journeys from 18April21, this time the service is being withdrawn altogether.

477 (*Arriva KT*) (Bluewater & Orpington, M-S) Withdrawn between Bluewater and Dartford, Home Gardens. Mon-Sat x40min frequency from 18Apr21 retained. The Mon-Sat evening service withdrawn after approx. 19:00. The Sunday service (only Bluewater & Swanley) de-registered.

481 (*Arriva KT*) (Riverview Park & Bluewater, Daily) Minor timetable changes on Mon-Sat.

489 (*Arriva KT*) (Gravesend & New Ash Green, Daily) Minor timetable changes on Mon-Fri.

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)

As a prelude to the release of an updated printed edition by May 2022, there is a *digital only* edition of **“The Greater London Bus Map No 38C”**. Updated to 29th January 2022, it incorporates the permanent changes since the release of the previous digital update, No. 38B in February 2021 (reviewed in TLB679). Costing just £1 it can be downloaded www.busmap.co.uk.

No further printed editions of the excellent **“Milton Keynes Travel Guide”** will be published by the local authority in the town. The last reported edition, dated January 2020, was reviewed in TLB667.

Hertfordshire County Council’s Intalink publicity vehicle is once again touring the county promoting bus and train services to shoppers, commuters, businesses, schools, colleges and universities. The schedule can be seen at <https://www.intalink.org.uk/events>. A correspondent visiting recently collected several new items. **“Herts Lynx, Rapid on-demand travel at your fingertips”** has an updated version. It retains both the ‘valid from 19 September 2021’ date and four page A5 format used in the previous edition reviewed in TLB685, but adds a few more details about the service.

Valid from 26 September 2021, but carrying a November 2021 print date, is **“378, 379 Bus Times”**, a multifold slimline for the routes linking Stevenage and Hertford. The same date and format are used on **“C1 Bus Times”** for passengers between Cheshunt and Cuffley. Completing a trio of slimlines is **“H1, H2, H3, H4 Bus Times”** covering the Hertford Town Services, its print date is October 2021. Each of these slimlines provides full timetables and a route map showing each bus stop.

Arriva’s logo rarely features on printed publicity following the company’s decision to cease publication of most material. It is noticeable, therefore, that it appears alongside that of Carousel on the February 2022 edition of **“Wycombe SMART zone.”** The multifold slimline retains the same cover as the previous December 2019 edition reviewed in TLB667 with the addition of the date. The key change from a passenger’s perspective is the new prices, now including an ‘18 & Under’ option. Despite rapidly increasing costs the day ticket has only risen by ten pence and a ten trip ticket by one pound. All other prices remain unaltered. When unfolded the Smart zone is marked on a colour coded network map reflecting the withdrawal of route X30 and the introduction of routes 36A, 36B, 580 and X103. Despite the Smart zone being local to High Wycombe the map covers an area bounded by Lacey Green, Great Missenden, Cookham and Marlow. The logos of Wycombe Smart zone and both operators are joined at the top of the map by that of Buckinghamshire Council, the unitary authority which replaces those of Wycombe District Council and Buckinghamshire County Council found on the 2019 edition. The rear cover has contact details for both operators, Arriva no longer using ‘The Shires’ title and moving its postal address from Luton to High Wycombe. Whilst the cover date is February 2022, the print date is 28/01/2022. Passengers travelling outside of the Smartzone or not requiring Arriva routes may find Carousel’s **“Freeflow”** a more convenient option. The black multifold slimline, correct to 15 February 2022, explains how to use the Smartcard and gives the prices of daily caps for Zone A, Zone A/B, Zone B/C and Zone A/B/C.

Surrey County Council are probably the only official source of printed TfL timetables, by virtue of the inclusion of cross border routes into their excellent timetable books, two of which have been updated from 1 February 2022. Epsom Racecourse features on the purple cover of **“Bus Timetable Banstead, Epsom, Dorking and Leatherhead”**, a seventy six page A5 book. As well as full timetables for a wide range of conventional routes, Leatherhead’s ‘Connect’ and Buses 4U’s Mole Valley demand responsive services are also included. The inside cover has a colour coded network map of Leatherhead, with the rear cover unfolding to show the networks in Epsom and Ewell, Banstead and Tadworth, and Dorking. Black and white bus stop maps are also provided for Dorking, Epsom and Leatherhead. Falcon Buses proclaim themselves as ‘Surrey’s premier bus company’ with an advert on the rear cover promoting routes 408, 479, E5 and E16.

Colourful flowers in Redhill market can be found on the red cover of **“Bus Timetable East Surrey, Horley and Redhill”**, an eighty four page A5 volume. Buses 4U’s demand responsive service around Tandridge features after a wide selection of conventional timetables. The rear cover unfolds to show colour network maps for Oxted and Limpsfield, Horley and Gatwick Airport, Caterham, and Reigate, Redhill and Merstham. Reigate and Redhill also benefit from black and white bus stop maps.

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 prototype BYD/E400EV 10.3m version arrived at BYD Iver in mid-February. It has a seat total of 36/20 as against the standard 10.9m version of 42/23. Only 56 seats now, the same as an RT!

Refurbishment of LTs has begun, albeit in a small way. Abellio LT 20 was the first, followed by Metroline LT 15 and Abellio LT 25. Other than a red repaint and a cleaning-up inside, the only visible change is that the seats have been re-trimmed. The pattern now consists of horizontal lines of dark and light red plus dark and light grey, thus remaining sympathetic to the original design. There are also modifications to the driver’s seat.

The violent stormy weather on 18th February claimed two London buses, both in the south-east area. Go-Ahead EH 315 and Stagecoach 37512 collided with falling trees.

News on two historic London Transport Bus Garages: Contractors had been working on destroying Garston (GR) Garage for some time but by 20th February all of the buildings had gone. At Alperton (ON), closed since 10/11 September 2021, the demolition equipment arrived on 17/18th February.

More strikes on the Underground, on Tuesday 1st and Thursday 3rd March. Seven central London routes had enhancements in the peaks by assorted buses from other companies. Extra buses that were booked were the following.

Route 8 (Bethnal Green & Holborn):- 3 x Galleon Travel (alias Central Connect).

Route 9 (Hammersmith & Green Park):- 1 x Bear Buses, 1 x Horseferry Coaches, 1 x Go-Ahead.

Route 25 (Manor Park & Aldgate):- 4 x Ensignbus.

Route 29 (Wood Green & Finsbury Park):- 4 x Ensignbus.

Route 38 (Mildmay Park & Victoria):- 2 x Candy, 1 x Wattsway, 1 x Chiltern.

Route 94 (Shepherd’s Bush & Oxford Circus):- 2 x Symphony Coaches, 1 x Mayfair Coaches.

Route 205:- (Paddington & Mile End):- 2 x Southern Transit, 1 x Horseferry Coaches.

Just isolated reports from the 1st showed that the 9/38/94 used mainly ex-London Volvo d/ds. The 8 had three E20Ds CE21 GAL, CE71 GAL, CC71 GAL. The 205 had the two Enviro400-Citys from Southern Transit, GB18 RML and GB18 AEC. The 3rd should have been similar but at least route 9 saw GoCoach E400 9002.

Extra buses on regular routes ran, those known being on 6, 139, 168, 182, 390 (Metroline).

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

In early March a ‘London red’ demonstrator Wrightbus StreetDeck Electroliner arrived at Fulwell (TF) Garage; it is numbered EL 1 (LY71 GHZ). Abellio has ordered thirty of these for when they take over route 111 from 30th April.

LT 20 (QB) is the first of its class to have a refurbishment – including re-covering of the seats in a new style of moquette – and LT 25 soon joined it.

The E400 training buses have green fronts but 9425 has a purple front.

LT 778 was in a collision in Camberwell on 26th February.

Three older E400s 9405, 9406, 9498 were most unusually on the 159 on 2nd March.

New deliveries (February):

3425-29 (LC71 KXK/L/M/N/O) BYD D8UR-DD - AD Enviro400EV-City 10.9m H42/23D.

Transfers:

(October 2021): LT 786 WL/TF.

(February 2022): LT 778 WL/WLu. 2461 QB/GW. 2462 BC/GW.

3425-29 --/WLu. Then 3426/27/28 u/WL. 9401, 9404, 9500 QB/BC.

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

ABELLIO, Continued:

Livery changes: LT 20 to advert for Michael Kors.
LT 163 to advert for Rare Beauty. LT 621 to advert for DKNY.

ARRIVA LONDON (part of Deutsche Bahn)

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

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

Recent refurb/ repaints include DW 309, 320, 417, 486, 515, 518, 519, 522, 530; T 81, 327, 330; HV 46, 91, 136 and ENX 21.

Between 10th and 20th February a few HAs from Brixton began to drift to Thornton Heath (TH) for route 198 (PVR 12) as a result of the PVR reduction on route 133 and for the 198's tender renewal on 27th August 2021. Assorted HVs have moved to South Croydon (TC) as well; at TC they have been used principally on route 466.

Beddington Farm (CN) Garage has gained new lighting and new Arriva signs. DLA 614, 616, 621 and 624, those that suffered attention from 'travellers', are still parked on site.

LT 317, accident from 4th June 2021, was back in use on 18th February.

Transfers:

(September 2021): DW 469 AR/ARu. (October 2021): HV 52 DT/GYu.

(November 2021): HV 55 DT/DTu..

(December 2021): Delete HV 55 DT/TC in TLB690 (it is still DTu).

(February): DW 273 TC/WNu. DW 291 WN/ECu. DW 296 WNu/WN. DW 469 ARu/EC.

HA 20-26, 28-31 BN/TH. HA 27 BN/AE/TH. HA 33 BN/AE.

HV 6, 8, 10, 13, 17 DT/BN. HV 49 GYu/TC. HV 51, 52, 53, 54, 56 GYu/TC.

HV 132, 133 GYu/N. HV 134, 137, 141, 142 GYu/BN. HV 136 GYu/TC.

HV 208 EC/WN. HV 229, 231, 232 CT/WN. HV 322, 323 N/BN. LT 317 ARu/AR.

T 11 TH/N. T 84/5/7/8/9, 92/3/4/5/6 ERu/DXu. T 112, 114, 116 N/DXu.

Livery changes:

Correction to TLB690: LT 957 (not LT 597) to advert for GoPuff.

LT 4 from advert for Kraken back to red.

LT 335 to advert for GoPuff.

LT 534 to advert for Zapp.

LT 538 from advert for Bulldog to one for DKNY.

LT 565 from advert for Korea back to red.

LT 589 to advert for Elden Ring.

LT 599 to advert for Dying Light 2.

LT 721 from advert for Kraken back to red.

LT 955 from advert for JD Sports back to red.

Changes of registrations: (Ts in January, EA/HVs in February):

T 82 from WLT 982 back to LJ59 ACO (this was done after it left London for Arriva SC.

T 85 from 185 CLT back to LJ59 LZE; T 93 from 593 CLT back to LJ59 LZO.

EA 5 from SK20 BGF to 185 CLT.

HV 382 from LC67 AHG to WLT 982. HV 393 from LC67 AJO to 593 CLT.

Disposals:

Correction to TLB690 after my slight aberration: T 69 went of course to Arriva Northumbria (not Go-Ahead North East !!) and was in December.

ENL 26 to Arriva the Shires (as T 26) as a driver trainer.

VLW 901-910:- Already 'off lease' in November 2021 but then having been stored at ECu then at AEu, were all sold to Ensign Bus in February.

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

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

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

Part 1: North West Kent (NF, AKT licence)

Disposals: More 'Hardwicks' buses grabbed back include Citaros 3897 and 3903 which have turned up at Wealden PSV, Five Oak Green, Kent, who passed them on to Crawley Luxury.

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

More repaints to light blue livery: Versa 4181

Reinstated (January): Dart 1594 (LF52 UOP) Although listed by company as sold to Hardwicks, in practice it stayed in service and allocated to Ware (WE). It was still in use throughout February although on the last day (28th) of the month it was towed away from Ware, perhaps for preservation!

Transfers

Correction to TLB690: 3774 stayed at HH (the official move to WE did not occur). 3775-HH and 3776-WE remain current.

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

The incorrect fleet number mentioned in TLB690 has been rectified, so 5457 is back as 5457 instead of the incorrect 5447. By the way 5458 has also stayed as 5458.

More repaints to light blue livery: 3031, 3509, 3965.

Acquired (February) from Arriva London ENL 26:.

T 26 (LJ58 AVC) AD E200Dart – AD Enviro200 10.2m B29D – 2009.

Transfers: (February): T 26 --/WBt. 3009, 3038 AY(loan)/WB.

CARLONE BUSES, Lyne, Surrey

Disposal: Sprinter BX63 BFK (was CL13 BUS) – sold (January)..

CAROUSEL, High Wycombe

The ex Konectbus blue 'Link40' dedicated Citaros 886/7 (HF55 JYZ/JZE) have been out of use for some time (since Dec 2021) and are stored withdrawn. Similar 885 (HF55 JYY) has been stripped for spares having never turned a wheel with Carousel, whilst 884 (HF55 JYX) was a fire victim last April – scrapped. Two further Konectbus Citaros (426/9 HF55 JZD/JZJ) arrived last July but have never entered service (spares donors). All are likely to be removed for scrap in the near future. Link40 journeys are now normal red vehicles, interworked with routes 1 and 39.

CENTAUR, Crayford

Disposal: LX53 AZJ left the fleet in March 2021.

CENTREBUS, Luton and Stevenage

Disposals (during 2021):

Solos 260, 339, 348, 378 gone from fleet (but not to other Centrebus areas).

Solos 259, 396 out of area to Grantham.

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

As well as the two Solos to scrap (below) another three Solos have been taken out of service to be used for spare parts prior to eventual disposal: RGZ 7805 (WX05 RRY), RGZ 7808 (YJ05 XOR) and RRZ 5654 (SF05 HXE). These have not been allocated new fleet numbers. However, Solo YJ09 MHO is now back in service and has been numbered.

The buses in the operational fleet have gained fleet numbers. These are 1*** for single-decks and 2*** for double decks, within which the batches are organised according to type.

Meanwhile, the second Optare MetroDecker has been delayed yet again so may well have a 22-registration plate rather than CT71 GAL.

Disposals: Solos CE52 UWR and FY52 RZC to Shelton Motors for scrap (December 2021).

Fleet Numbering:

Solos 1001 (SGZ 2221), 1002 (SGZ 2223), 1003 (RGZ 7806), 1004 (RGZ 7809), 1005 (RGZ 7807), 1006 (SGZ 2218), 1007 (SGZ 2219), 1008 (MV07 DWM), 1009 (KX57 KGA), 1010 (KX57 KGF), 1011 (KX57 KFZ), 1012 (KX58 AYP), 1013 (YJ09 MHO).

Scania N230UB 1089 (SGZ 1089).

Sprinter 1101 (CC04 GAL).

StreetLites 1201 (CC10 BUS), 1202 (CC11 BUS).

Dart SLFs 1301 (KP02 PVO), 1302 (PO56 JFE).

E200Darts 1401 (LX07 BYA), 1402 (LX07 BXV), 1403 (SN57 DWV), 1404 (SN57 DWZ), 1405 (LJ57 USU), 1406 (LJ58 AVE), 1407 (CC55 BUS), 1408 (CC54 BUS).

Tempos 1501-05 (YJ11 EHH/O/S/W/G).

E20D-MMCs 1601/2 (CC21 GAL, CE21 GAL), 1603/4 (CC71 GAL, CE71 GAL).

Scania OmniCity double-decks 2001-10 (YP59 OEX/M/R/S/V/U/N/O/T/W).

MetroDecker 2101 (CT21 GAL), 2102 (to come).

CRAWLEY LUXURY COACHES, Crawley

Acquired (February) via Wealden PSV and formerly Arriva SC:

BU06 HSL Mercedes-Benz Citaro DP39F – 2006 (ex 3897) and

BX56 VTW Mercedes-Benz Citaro B42F – 2006 (ex 3903).

Note that BU06 HSL is confirmed here but BX56 VTW is not yet confirmed.

ENSIGNBUS, Purfleet

The loan of a few buses to Stagecoach East Kent for school work continues but the loan of Enviro400 132 (YX66 WLH) to First Eastern Counties ended in February.

Disposal: E200 792 (LJ56 ONS) to RSM Driver Training, Wickford, Essex.

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

StreetLite 63313 has been repainted to The Queen's Platinum Jubilee livery. It is light blue at the front, purple at the rear and silver-grey in the centre. It is meant to be used on route 8 (Slough & Heathrow via Windsor and Staines).

1ST BUS STOP, Gravesend

Acquired (May 2021) from Ripley's, formerly Metroline DE 1595, 1599, 1625 resp:

LK08 FLV, YX58 DUH, YX58 FPG AD E200Dart – AD Enviro200 10.2m B29D – 2008.

Disposal: Adding to TLB690, IIG 9298 went to C&G Coach Services, Chatteris, Cambs.

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.

Peckham's E 255-259 have passed from TfL to the Commercial Services fleet. They have stayed at Peckham and E 255 has already gained the charcoal grey skirt.

On 15th February a problem emerged with Ee buses at North Woolwich (DS) Garage for route 69. The problem involved battery seals that were breached by water ingress. Luckily it was school half-term week and six WHVs (as well as EH 15 on 15th) from River Road (RR) were able to substitute while rectification took place.

Correcting TLB690 SOE notes, it was just SOE 23, 24 left at RR, 24 being the last used on route 364 on 24th January.

Recent refurb/ repaints include SEe 20, 22, 25, 27, 34, 35, 56, 59, 60, 62; WHV 60, 61, 65, 67, 69.

Another unknown incident concerned SEe 58 on 13th December but it was back in use on 19th February. On 18th February, the day of damage from 'Storm Eunice', EH 315 on route 320 in Biggin Hill had an altercation when a tree fell onto it, causing severe frontal damage.

New deliveries (February/March):

SEe156-167 (LB71 ECV/W/X, XNR/S/T/U/V/W/X/Y, LG22 AXD) BYD D8UR/ AD E200EV 10.9m B28D. (Note that SEe 167 was re-registered)

Correction to TLB684 p.31: Me 14/15 have regs YJ21 EYT/U (not EYS/T); Fleetbook '21 is correct.

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

(October 2021): SOE 25 RR/AL. SEe 35 Q/RA

(December 2021): E 52 AL/ALw. E 58, 59, 62 MB/MBw. E 68, 70, 72, 73 RR/RRw.

E 255-259 PM/PMc. EH 10 NX/NXw. SE 18 A/Aw. SEN 32 PL/A.

SEe 34 DS/NP. SEe 35 RA/Q. SEe 58 AL/ALu. SEe 61 Q/NP. SOE 1, 2, 5, 26, 27 AL/ALw.

(January): SOE 4, 25 AL/ALw. (25 corrects TLB690).

E 66, 74, 76 RR/RRw. E 69 SW/SWw. SEe 61 NP/Q. WHV 1, 7, 8 NX/NXw.

(February): E 61 SW/AL. E 71, 75 RR/RRw. EH 12, 13 NX/NXw. EH 315 MB/MBu. SE 19 C/Cw.

SEe 58 ALu/AL. SEe 61 Q/NP.

(March): EH 86, 87, 88, 89 AF/MB. SEe 30, 31, 32, 34 DS/NP. SEe 33 RA/NP. SEe 35 Q/NP.

SEe 62, 63, 64 AL/NP. SEe 156-167 --/NP.

Livery changes:

LT 432 and LT 873 to adverts for Zapp.

LT 442 and LT 898 to adverts for Elden Ring.

Detail changes:

E 38 from H41/26D to H41/24D.

Disposals:

E 58, 59, 62, 63, 66, 68, 69, 70, 71, 72, 73, 74, 75, 76 to Go South West, Plymouth (March).

SE 19 and SOE 1 to Ensign Bus (February).

PVL 402, 403 (LX54 GZO, GZP) (TLB682 p24): Listed as to Ensign Bus but we are now advised that they went instead to Go East Anglia (Konectbus) in May 2021.

WVL 314-321 (TLB688 p26 and TLB689 p26): Adding to the disposals to Ensign Bus of this batch, only WVL 320 went physically in December 2021 (and then sold on to Candy Coaches, see TLB689 p34), while WVL 314-319 and 321 went physically in January 2022.

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

E400 9506 has an allover yellow wrap for Kent CC's 'Plan Bee' project. MetroCity 5501 (YJ14 BFV) and E400 9518 to company yellow and purple livery. The five ex-Abellio E200s 8343-47 (TLB689 p26) have begun to be repainted to company livery; as at mid-Feb 8344/6/7 had been done.

KEANE TRAVEL, Grays

Disposals: B7TL KIG 1261 reverted to SJ02 ANH and then sold to Sharpes, Nottingham (January). B7TL RRZ 1266 reverted to YJ52 HEA and then sold to --?-- (February).

Change of regns: See above, but also Neoplan YN04 AUX to SRZ 1267.

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

Recent repaints are 6779, 6780 and 6781 (no longer branded for 270 externally). Currently 6018 is being repainted (ex Fastway) to blue and yellow. Another one or two will follow in advance of the new vehicles arriving (due to the lower PVR in operation on Fastway currently). The 20 Wrightbus hydrogen fuel-cell buses are due for Fastway work in June. The follow-on order of 34 HFC buses for routes in east Surrey are expected approx. in Spring 2023.

Disposals:

6552, 6555, 6622, 6623 to Mike Nash, Cobham (February).

6554 went to Haines Engineering (February).

OmniCity 6513 and OmniTown 6615 to Go North East initially on loan in March 2021 but transferred formally in June 2021. 6513 has since gone for preservation.

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

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

(within the ComfortDelgro group of Singapore)

Further to the WHDs (hydrogen fuel cell buses) being taken off the road at Midnight on 3rd/4th February, they were then getting rectified, albeit very slowly. The similar buses in Birmingham and Aberdeen were of course also affected and a report from Aberdeen explains it. During routine work, Wrightbus engineers had discovered an issue with a mounting bracket at the rear on one of the fleet, causing the manufacturer to decide to upgrade and replace that part on the whole fleet. At Perivale, just five of the batch of twenty WHDs drifted on to the 7th, 8th and 9th, the last being 2710 on the afternoon of the 9th. None had returned to service by 5th March.

The Volvo BZL/ MCV electric double-deck demonstrator will take fleet no. VDE 2751.

The 17 BYD/ADL E400EVs on order for route 204 (EW) will be BDE 2752-2768.

During the third week of February, 10.9m Yutong single-deck electric demonstrator was used (on trade plates) for survey work to assess the suitability of such a vehicle on a number of routes.

After several years being parked at Perivale (PV) Garage, the 19-strong driver training fleet of older TEs moved over to Willesden Junction (WJ) Garage; this brings the actual vehicles to the same location as the 'classroom' side of training. This was done so that space could be found at PV for routes 297 and N31 that moved in from PA on 26th February. From 5th March route 31 moved from West Perivale (PA) to WJ and route 90 fro, PA went to Brentford (AH), both taking VMHs with them.

LT 15 that has been off service since 22 September 2021 is back, albeit to W rather than HT, and is the second (after Abellio LT 20) to be refurbished internally and repainted. As a result of the hefty PVR reduction on route 390 after 19th February, ten LTs (101-110) were 'stood down'.

Transfers: (h suffix = Hertfordshire Commercial Fleet).

Correction to SUP-39B: LT 9 should be HT (not W), but see below.

LT 104 HT (not HTu)- but see also below.

(August 2021): LT 9 HT/HTu. (December 2021): DE 1159 Gu/G.

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

METROLINE, Continued:

Transfers

(February): Correction to TLB690: VW 1397 PAu/PV (not W).

LT 15, 96 HZu/W. LT 101-110 HT/HZu (103 and 108 were then loaned back to HT).

TE 903, 906-914, 920-27, 950 PVt/WJt.

VW 1184/85/86/87/88, 1271/75, 1289/90/92/93/96, 1401 PA/PV.

VW 1817/18/19/20/21 PA/PV. VW 1829, 1831 PAu/PV.

VWH 2046/49/51/53 PB/HZu. VWH 2240 PV/AH.

DE 864 W/HZw. DE 868, 869, 872, 873, 875, 876 AH/HZw.

DE 1001/3/5/6/8/9 AH/HZw. DE 1004, 1010 AH/W. DE 1029 W/HZw.

DE 1587 AH/W. DE 1592 AH/HZw. DEL 2265 AH/W.

(March): TE 1580/81 UX/HT. TEH 1106/07/10/12 W/HZw.

VWH 2048, 2055 PB/HD. VWH 2060 PB/AC.

VMH 2544-60 PA/WJ. VMH 2532-35, 2564, 2572-80/83-86 PA/AH.

Livery changes:

LT 100 from advert for New Balance back to red.

LT 648 from advert for Kenya back to red.

LT 750 from advert for JD Sports to one for Zapp.

LT 764 to advert for Rare Beauty.

VWH 2093 from advert for Kenya back to red.

VWH 2292 from advert for Cannaray back to red.

BCE 2627 from advert for FFI back to red.

RATP-DEV TRANSIT LONDON including

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

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

LONDON TRANSIT – X garage.

As can be seen in ‘transfers’ below, a ‘drip-feed’ of BEs has effectively completed the conversion of route 290 and 371. Having said that, although the first BE on the 371 was 37041 on 7th February, through the month there have been plenty of DEs, DLEs, SPs and even BCEs, with a one-off all-day visit of VH 45170 on 17th February.

In TLB689 page 28 we published details of impending deliveries of BE 37062-084 and BCE 47138-156, due for route 235 at WK and route 125 at BT respectively. Both batches started delivery during February although in both cases, BT and WK are still awaiting power supply. Indeed, the first of the ‘235s’ (BE 37062) was allocated to Fulwell instead and immediately went onto route 33 on 18th February. To get them used to being in service, several more are being used on the 33. Through February, each day five or six BEs were on the 33 alongside DEs and DLEs.

With BCEs, it is notable that some that had been nominally ordered for routes 65 and 281 at Fulwell had been extricated from store to convert route 183 at Harrow. By 17th February, all of those buses stored at Lea Interchange noted in TLB690 had been moved to operational garages, only for more BCEs to be parked there from 28th February.

On 23rd February the first of the ‘route 125’ batch (BCE 47145) entered service, albeit at Fulwell, and others soon followed. Again, we shall see if they switch to BT in time. Fulwell BCEs have more-or-less converted route 65, well into the same on route 281 and starting off route 71. The first BCE on the 281 was on the 9th and the 71 on 22nd, as well the first on the 681 on the 25th. Having said that, a few SPs still appear on 65 and 281 and indeed route is due to end up all-SP.

By 17th February, routes 183 and X140 had a full complement of BCEs. Once the ‘dedicated batch’ ordered for the 183 (BCE 47111-137) arrive into stock, it remains to be seen if swaps will happen to get the batches into the right order! This batch began to arrive at the beginning of March and are now receiving new 22-reggs.

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

RATP-DEV, Continued:

Redundant SPs from Harrow moved south, most to store at the former garage at Twickenham (NC), given that Harrow has no space for anything other than its normal operational needs. Surplus DEs from Fulwell joined them at NC after being replaced by BEs. Some spare SPs have gradually drifted to Hounslow, in turn displacing LTs, this time to Stamford Brook. The outcome at AV has been for routes H32 and H98 to revert to SP operation, leaving LTs on the 111 – at least until its transfer to Abellio of that route on 30th April.

The VHRs have begun to come back into service after a long time away, the first being 45208 on 18th February and 45206 on the 25th. They have been refurbished and with opening windows having been installed. (They were overlooked or ignored when LTs had their opening windows done -Ed.). When they left London they had been at Harrow but they are returning to Edgware (BT). Having said that, it is intended that they will usually be used on school bus 698 plus journeys on the X140 and 125.

Since route 481 (FW) went double-deck in 2021 it has stayed so. However, DE 20093 appeared as an oddity on 25th February and another on 27th.

As at the end of February, LT 69, 70 and 71 were at H&D Eastleigh for a refurb/ repaint. Of those, LT 70 is being treated to a HM The Queen's Platinum Anniversary livery.

Recent refurb/ repaints reported include ADE 40481

BE 37040, one of the pair from the collision on 31st December 2021, was back in use on 30th January but not yet for the other one (37008).

New vehicle orders for the most recent tender awards have now been made. 21 x BYD/E400EVs (10.9m) BCE 47157-177 are for route 295 and should be to the new upgraded standard like those with Abellio on route 63. Another 16 BYD/E200EVs (10.9m), BE 37085-100 are for route 226. Both routes are due to be taken over from Metroline in October 2022.

New deliveries:

Corrections to TLB687 p29: BE 37043 has reg LG71 DTK. BCE 47097 is in service with LG71 DXS (not DWO); BCE 47054 (not yet in service) should have been DXS so will now get a new reg.

(February):

BE 37062-084 LB71 NZM/N/O/P/R/S/T/U/V/W/X/Y/Z, OAA/C/D/E/G/H/J/L/M/N

BYD D8UR – AD Enviro200EV(MMC) 10.9m B28D.

BCE 47138-156 LG71 DWV/W/X/Y/Z, DXA/B/C/D/E/F/H/J/K/L/M/O/P/R.

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

(March): The '183 batch' BCE 47111-137 will now have 22-reg. marks.

LG22 ATX/Y/Z, AUA/C/E/F/H/J/K/L/M/N/O/P/R/T/U/V/W/X/Y, AVB/C/D/E/F.

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

Transfers:

(September 2021): DE 20096 AV/AVu.

(January): BE 37040 Su/S.

(February): LT 129, 133, 135 AV/V.

DE 20019/025/026/028/029/031/056/074 FW/RPw. DE 20022/027/041/043/044/045 FW/NCw.

DE 20024/042/047 FW/FWw. DE 20092 TV/NCw. DE 20181 BT/SO. DE 20183 SO/BT.

BE 37041/045/046/052/053/057/061 u/FW.

BE 37062/064-074/076/084 u/FW.

SP 40041/043/045/047/051/053/054 WK/AV. SP 40042/044 FW/AV.

SP 40070/079/080/089, 40100 SO/AV. SP 40098 SO/FW/NCw. SP 40170-174 FW/WK.

SP 40057, 40104 FW/Vw. SP 40125 FW/RPw. SP 40129 FW/Xw.

SP 40082/085/090/091/092/094/097/099/101 SO/NCw.

SP 40114/120/122/130/131/132 FW/NCw.

ADH 45035/036 AV/V. VHR 45206/208 u/BT.

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

RATP-DEV, Continued:

Transfers, February:

BCE 47030/041/049/051/055/056/057/058/060/066/068/069 u/SO.
BCE 47043/045/046/047/048/050/052/053/059/061/062/064/065/067 u/FW.
BCE 47070/072/073/076/079/088/090/092/094/109 u/SO.
BCE 47071/074/077/078/080/082/083 u/FW.
BCE 47138-155 u/FW.

(March): LT 128, 130, 134, 136, 137 AV/V.
SP 40048 WK/AV. VHR 45204/205/207 u/BT.
BCE 47034 S/FW. BCE 47097 u/FW (see note above).

Livery changes:

LT 123 to advert for Rare Beauty.
LT 127 to advert for Elden Ring.
LT 670 from advert for Rhythm of Korea back to red.

Detail changes: DE 20074 and 20092 to trainers as TDE 90074 and 90092.

Disposals:

DE 20024/042/047 to Sullivan Buses (February).
SP 40061/068/077/078/086/087/088/091/092/093/096/097 to Ensign Bus (February).

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

E400MMC 781 (SN66 WRC) has been repainted from Vodafone red to Green Line livery although sister bus 782 (SN66 WRD) remains red for now.

An E400 at Reading (758-YX64 VRU) has been treated to Platinum Jubilee livery. Although it is based in Reading itself, the company says that it may also get used on the 702 to Windsor and London.

REDLINE BUSES, Aylesbury

More double-decks into the red & yellow livery are B7TLs V185 OOE, LF52 UPO, SK52 MPU and PN52 XBP. Sightings of the last remaining 'classic' Dart SLF/ Pointers are now quite rare. On 23rd February, BU05 HFX (but tracking as AE07 DZB) was espied on route S5 in St Albans.

SAFEGUARD, Guildford

Delete last month's report! The two ex-Kinchbus Tempos (YJ07 VST, VSV) listed in TLB690 are actually with Coachpoint, Chobham, Surrey, not Safeguard. The report I received for TLB690 turns out to be pictures taken in the Safeguard yard, presumably a visit by fellow Optares!

STAGECOACH LONDON (part of Stagecoach Holdings) incorporating:

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

E200(MMC) 37512 hit a falling tree while on route 356 in Shirley during the storm on 18th February. Recent refurb/ repaints reported include 10347, 12271, 12273, 12292, 12306, 12335, 19713, 19735.

Reinstated: (January) Scania 15030/31/35/48 back from East Kent.

These are due to be converted to open-top.

Transfers: (January): 15030/31/35/48 EK/WHu. 37512 KB/KBu.

Livery changes:

LT 258 to advert for Elden Ring. LT 379 to advert for Zapp.

Disposals: 12283 scrapped (January) after a fire on 14 July 2021. (12394 should follow soon).

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

STAR TRAVEL, Aylesbury

Sorry, disposal of Solo MX08 DFV in TLB690 was already in TLB688.

SULLIVAN BUSES, South Mimms

Five 59-plate E400s are being acquired in March for use in Hertfordshire in April. E200 AE 16 has had a red repaint, thus AE 11-16 have all been done and are the regulars on TfL route 298.

Acquired (February) from RATP London United, formally DE 20024/042/047 resp. AE 28, 29, 30 (YX09 HJN, HKL, HKT) AD E200Dart – AD Enviro200 10.2m B29D – 2007. These will be in blue for use at Thorpe Park and they are due to replace DE 30 and 31.

Disposals:

ELV 2 (PN02 XCR), ELV 3 (PL51 LGD), ELV 9 (PO54 OOF);
DE 30, 31 (PN07 KPY, KR D); Dart TB1 (LN51 DXG):
These are no longer on the company fleet list, disposal details not known.

TOWER TRANSIT - LI and X Garages

MV 38241, DMV 45103, 45109 repainted; DNH 39127 had a repaint (thus completing its batch) before becoming ADH 45073.

UNIVERSITYBUS (t/a uno), Hatfield and Northampton

Correction to TLB690: E40Ds 287-291 had regs YX67 (not YY15) VFR/S/T/U/V.

As at 15th February, E40Ds SN65 ZGO/P/R were still away being prepared for service – or perhaps that should be to adapt or remove the special so-called ‘virtual electric’ gubbins that they had – but which was unreliable – when with Tower Transit.

VALE TRAVEL, Aylesbury

Dart SLF Y803 TGH has been restored to service.

Z & S BUSES, Aylesbury

Several disposals below, including Spectra 252, the last of its type to be registered and the only example in our area. Withdrawn Trident 270 (LR02 BCF) remains on site (and has done so for several years) and is used as a ‘store shed’ for seats, etc., handy for its five similar sisters that remain in service.

Disposals: Former Abellio E200s 140/2/4/6, 152/4 (LJ08 CZX/U/Z/R/S/V resp) sold. At least 142 and 146 went to Bus&Coach Repair, Peterborough, probably all six went there..

Solo SR53 ZNS (ex YJ06 YPZ) and DB250/Spectra 252 (YJ06 YPY) sold to --??--.
E300 160 (EG02 OAN) and Dart SLF 164 (T305 JRH) have gone to scrap.

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

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

South Western:

04/05Dec Clapham Junction & Twickenham by Cardinal Buses (TE722), Arena Buses (VLA178), Candy Coaches (294CLT), London Bus Group (VP539), Bear Buses (PVL219) THZ (TA40249), Arriva London-HVs, London United VHs, Westbus. 04/05Dec Clapham Junction & Kew Bridge by Mayfair Coaches (VN36145), Red Routemaster (PVL294&PVL296).

11/12Dec Barnes & Feltham/ Twickenham by Westbus, Horseferry, Mayfair Coaches (VN36145), Bear Buses (VN36140 and an Scania).

19Dec Barnes & Twickenham / Feltham at least by Mayfair (VN).

27/28Dec Weybridge & Farnborough, also Weybridge & Aldershot, also Woking & Guildford, by coaches from Burrows Coaches, Andersons Travel, Lewis Coaches, BM Coaches, Yellow Buses, TK Travel, Alba Coaches, Aldermaston Coaches, Horseman Coaches, Bear Buses ex Metroline DP1024 & DE1672 and ex GoAhead LDP186, LDP279. Also double-decks from -NP Coaches, Stagecoach South Coast, London Bus Group (Metroline VP539), Candy Coaches (Go Ahead WVL320) also ex. Arriva London VLA176

08/09Jan Surbiton & Woking by Single-decks of Air Sym, Sprinter Travel, Falcon Coaches, Stagecoach South, Candy Coaches, BM Coaches, Mayfair Coaches, Portsmouth City Coaches, Comfort Coaches, Coachpoint and Double-decks of Arena Coaches (VLA94), Candy Coaches (17536, WVL320), Horseferry Coaches (WVL166), Westbus (SEL745), Symphony Coaches.

15Jan single-decks Wimbledon & Effingham Junction by Air-Sym ; Wimbledon & Hampton Court by CT Plus E200s; Wimbledon & Woking by Coachpoint; Wimbledon & Surbiton by United Minibuses; Wimbledon & Weybridge & Portsmouth City Coaches; double-decks Wimbledon & Surbiton by Cardinal Buses (ex Metroline TE715), NP Coaches, Westbus (ex Metroline SEL742).

16Jan Total closure of South Western main line down to Byfleet. Services: Clapham Jn & Chessington South/ CJ & Surbiton fast/ CJ & Surbiton via Kingston; CJ & Hampton Court; CJ & Effingham Junction via Surbiton; CJ fast to Surbiton and Weybridge; CJ & Woking. Noted on these were Airsym (E200s); BM Coaches (E200s YX18 KNO & YX68 UKT); Bear Buses; Bee Line Travel, Hedge End (E200 YY69 TNJ); Cardinal; Coachpoint (Optare Tempo PF10 MDY); Falcon Cs; Horseferry (Volvo B7TL LX05 FCF); Lianne (Jeakins), Ashford (Scania / Wright L18 NNL); London Bus Group (Wright Gemini LK58 EDO, ex-Tower Transit); London United (DLE); New Punjab (E400s); Portsmouth City Coachlines (Scania OmniCity M300 ELK & E200 M555 ELK); Safeguard (Versas); Westbus; Zinc; and coaches from ALM Travel, Hemel Hempstead; Anderson Travel, Bermondsey; Big Ben Cs, Perivale; P&J Ellis, Perivale; Lianne (Jeakins), Ashford; Issar Cs, W Drayton; Lewis Cs, Thamesmead; Mayfair Cs, Kensington; Redwing; Sprinters Travel, High Wycombe; United Coaches & Minibuses of Horley.

Sun23Jan a repeat of 16Jan routes. Those noted included these: Clapham Junction & Woking/ Weybridge by Sprinter Travel, Bear Buses (ex Metroline DE1672, DP1024, Executive Travel, Air-Sym, Avon Coaches, Candy Coaches (ex Abellio 8523), BM Coaches(E200s). Clapham Junction & Hampton Court by CT Plus E200s, United Minibuses. Clapham Junction & Effingham Junction by Lewis Coaches, Redwing, Big Ben Coaches. Clapham Junction & Surbiton by Horseferry Coaches

(WVL166), Westbus, Cardinal Buses (ex Metroline TE715&722). Other vehicles (route not ID'd) were Aldermaston Coach Lines (Solo KX51 CSY); Falcon Coaches, Lianne (Jeakins) (Scania / Wright L18 NNL); London Bus Group (Wright Gemini LK58 EDO); New Punjab (E400s); Southern Transit (TA400); and coaches from ALM Travel of Hemel Hempstead; Anderson Travel of Bermondsey; Avon Coaches of Romford; Comfort Coaches of Slough; P&J Ellis of Perivale; Issar Coaches of WestDrayton; London Concord of North Wembley; Mayfair Coaches of Kensington; New Punjab; TK Travel of Reading.

----- Rail Replacements -----

South Western:

29Jan Wimbledon & Hampton Court by CT Plus E200s. Wimbledon & Effingham Junction by DP Coaches, Lewis Coaches. Wimbledon & Woking by Air Sym, Falcon Buses (E200s), Candy Coaches (ex Abellio 8523). Wimbledon & Weybridge by Stagecoach South, Cardinal (ex-Metrobus 212). Also Clapham Junction & Surbiton by Redwing Coaches.

30Jan Clapham Junction & Chessington South by Westbus (ex Metroline SEL742), CT Plus, London Bus Group (ex-Tower Transit WN35001). Clapham Junction & Hampton Court by CT Plus, Passenger Plus. Clapham Junction & Kingston by NP Coaches, Mayfair Coaches (ex-Tower Transit 36145), Air Sym, Candy Coaches (ex-London United SP40002), Arena Buses (ex-Stagecoach 17536), Bear Buses (ex-Tower Transit 36140). Clapham Junction & Woking by Air-Sym, Sprinter Travel, Avons. Coaches, Lianne, Stagecoach South, Candy Coaches (ex Abellio 8523) Clapham Junction-Surbiton-Anderson Travel, Travellers Choice, White Lion Coacher, Mayfair Coaches, Big Ben Coaches, MIT Luxury Travel, Lewis Coaches Clapham Junction & Epsom by Cardinal (ex Metroline TE715 & 721), THZ(ex PVL 393), Candy Coaches (ex WVL320). Clapham Junction & Weybridge by Stagecoach South, Air Sym, BM Coaches.

06Feb Clapham Junction & Weybridge by Stagecoach South, Air-Sym, BM Coaches. Clapham Junction & Woking by Air Sym. Sprinter Travel. Clapham Junction & Effingham Junction by Lewis Coaches. Clapham Junction & Hampton Court by CT Plus, Passenger Plus. Clapham Junction & Surbiton by Mayfair Coaches, Lewis Coaches. Clapham Junction & Epsom by Cardinal Buses. Clapham Junction & Chessington South by Westbus

12/13Feb Surbiton & Hampton Court by Lianne and Falcon Buses.

12 to 20Feb Guildford & Petersfield by coaches from Comfort Coaches, Coachpoint, Anderson Travel. Desi Coaches, D&P Coaches, Coachmiles, AC Travel, City Circle, BM Coaches, Aldermaston Coaches, Bracknell Express, Big Ben Coaches, Candy Coaches, Falcon Coaches, Horseferry Coaches, Jet Connect, Island Coach Services. Jeakins, Lucketts, Issac Coaches, Mayfair Coaches, North Dorset Coaches, P&J Ellis, New Punjab Coaches Portsmouth City Coaches, Plan Ahead Travel, MIT Luxury Travel, Sprinter Travel, Seaward, White Lion Coaches, Westbus, Wheelers Travel, Your Coachire. Also single deck from Bear Buses (ex LDP186), Cardinal Buses (ex Metrobus 212) and Double Decks from Stagecoach South. Atheena Travel (ex VLA127), Mayflower, AC Travel.

19/20Feb Clapham Junction & Barnes by Cardinal Buses (ex Metroline TE715 & TE722), Candy Coaches (Ex WVL320), Mayfair Coaches (Ex Tower Transit 36145), Horseferry Coaches, Westbus (E400s & Ex Metroline SEL742), Bear Buses (Ex WVL367 & PVL223).

21-27 Feb inclusive line closed between Staines and Windsor & Eton Riverside. Noted on the 25th were Cardinal E400 LK55 FHH, Bear Buses B9TL LX60 DWW, Mayfair B9TL BJ11 EBG. Noted on 26/27Feb Hounslow & Ascot/ Weybridge/ Woking by Horseferry Coaches, Westbus, Candy (ex WVL 320), PC, Mayfair Coaches, THZ Coaches, Cardinal, Zinc also Bear Buses, BM Coaches E200MMC, Jenkins (Van Hool dd coach) & New Punjab Coaches (E400MMC).

05/06March Surbiton & Woking by Candy Coaches, Horseferry Coaches, Mayfair Coaches; Woking & Weybridge by Falcon Buses, Platinum Coach Hire, Big Ben Coaches, Coachpoint, BM Coaches, Candy Coaches; Woking & Guildford by Falcon Coaches (LF71DKV), THZ, B M Coaches, Plan Ahead Coaches; Woking & Aldershot by Falcon Buses, Coachpoint, Weavaway, Coachmiles, Stagecoach South; Woking & Basingstoke by MIT Travel, TK Travel, Westbus, Airsym, Big Ben Coaches, Jeakins, B&M Coaches, Chandlers Coach Hire.

----- Rail Replacements -----

Southern: 05Feb Horsham to Dorking by Crawley Luxury & Go Ahead London

06Feb Purley & Gatwick Airport by Go Ahead Es, Es(Commercial, EHs, WVNs, Brighton & Hove, Southdown PSV, Arriva London HVs, Ts and CT Plus E400s, also coaches from Crawley Luxury and Last Stop CoachHire.

05Feb Redhill & Gatwick Airport by Arriva London, Go-Ahead (incl commercial), Brighton & Hove 52, Cardinal Buses SN03EAE and d/ds from Brighton & Hove, Southdown PSV, Aldermaston Coaches.

13Feb Sutton & Epsom/ Dorking by Go Ahead Es, EHs, EHV, WHVs.

05-13Feb and 19-27Feb Three Bridges to Lewes/Brighton : Observed on 12th were Brighton & Hove, Brighton Horizon Coaches, Compass Bus, Crawley Luxury, LJ Edwards, Go Ahead London, Hams Travel, Lewis Coaches, Metrobus, RDH Coaches, Regency Coaches, Seaford & District, Solent Coaches, Southdown, Southern Transit and Stagecoach South.

12/13Feb and 19-27Feb Three Bridges & Brighton/Lewes. Noted variously double decks from Cardinal Buses, Brighton&Hove, Aldermaston Buses, Compass Bus, Go Ahead London, Hams Travel, Green Bus, Go Coach, Go South Coast, Metrobus(CY), Southern Transit, Stagecoach South, Southdown PSV, Seven Sisters Bus & Coach, Arriva London(HVs), Seaford & District,, Yellow Buses, Xelabus, also coaches and single-decks from Access Travel, B&M Coaches, Central Connect, Aldermaston Coaches, Compass Bus, City Circle, Crawley Luxury Travel, Brighton Horizon Coaches, Dews Coaches, CT Plus, A&A Travel, Excelsior, Go Ahead (Commercial VLW46/47/48, 51/52/53), VC9 & 12), Farleigh Coaches, Galleon Travel, Kings Ferry, LS Travel, Lucketts, LJ Edwards, Lewis Coaches, Passenger Plus, Millionaire Executive, Premier Transport, Mortons, Premier Transport, Richard Taylor Travel, Seaford & District, Solent Coaches Southern County Lines, Stanley Travel, Redwing Coaches, RDH Coaches, Southern Transit, Regency Coaches, Solent Coaches, T&C Travel, Southdown PSV, United Coaches,

19-27Feb Lewes & East Grinstead by Go-Ahead Commercial ENs and Redwing Coaches.

6 March West Croydon & Sutton/ Epsom Downs, Sutton & Epsom by Go Ahead d/ds.

Croydon Tramlink: 12/13Feb to 20Feb East Croydon & Therapia Lane by Abellio E400s.

DLR 05/06March Canning Town & London City Airport by Sullivans Es.

Overground: 12/13Feb West Croydon & New Cross Gate by Go-Ahead Es. EHs, WHVs and Arriva London HAs, HTs, HVs, Ts. 19/20Feb Willesden Junction & Richmond by Metroline-TEs,TEHs.

05/06March Canada Water & Clapham Junction by Abellio London E400s,LTs; 05March Stratford & Camden Road and 06March Stratford & Hampstead Heath both by Abellio London LTs,E400s.

Bakerloo: 19/20Feb Queen's Park to Harrow & Wealdstone by Metroline, Arriva London and Westbus.

District: 6/27Feb Wimbledon & Hammersmith by Abellio E400s, LTs. Wimbledon & Earl's Court by London United VHs, Metroline TEs, TEHs, VWs and Arriva London DWs, HVs, LTs.

Piccadilly: 12/13March Hammersmith & Northfields by Metroline.

Central: 5/6 March Stratford & Redbridge by Metroline and Arriva London. Stratford & Loughton by Sullivans Es,DSs.

Greater Anglia: 12/13Feb Newbury Park & Shenfield by Sullivans DSs & Es, also NIBS Buses.

19/20Feb Newbury Park & Shenfield Non stop with coaches from Star Tours, Fords of Althorne, Kellys of Essex, M&M, Hamilton of Uxbridge, Peter Godward Coaches, Redwing Coaches, Grange Travel,Goldline, St Edmunds Travel. Lewis Coaches. Also Central Connect E200s and double-decks from Fords of Althorne, Ensignbus, Airsym. APT (Ex Metroline VP345.

TfL Rail: 12/13Feb Stratford & Romford: The long-standing Stagecoach operation replaced on these dates by Abellio London with E400s and LTs, CT Plus E200s & ex Metroline VW1764. 19/20Feb Stratford & Romford by Abellio E400s,LTs Newbury Park & Shenfield (All stops) by Sullivans Es, DSs.

South Eastern 05/06Feb Lewisham & Orpington by Go Ahead SEs,Es,Es(Commercial) and Go Coach.

05/06 Lewisham & Hayes by Go Ahead SEs. Lewisham & Dartford (via Sidcup) by Go Ahead E Hs, ENs (Commercial), AT Coaches (ex Tower Transit VN36147), Travelmasters.

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

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

Routemasters:

RM 324, 1933, 1968 from Transport for London / London Bus Services to London Bus Company, Northfleet, Kent (February).

RM 357 (WLT 357, ex YVS 288, ex EDS 278A) arrived on loan at the Whitewells Transport Museum, Enfield in January. RM 108 had previously been there in 2019 but had left sometime in 2020; it is not known if it has been sold or just stored elsewhere – confirmation would be welcome.

RM 613 (WLT 613, ex TAS 419) from RM 613 Preservation Group to East Anglia Transport Museum, Lowestoft, Suffolk. (February).

RM 871 (WLT 871, ex NRH 803A), 1941 from Transport for London / London Bus Services to Coastliner, Blackpool, Lancs. (February).

RM 1280 from Transport for London / London Bus Services to The Expeditional, London E16 (February), and has been seen on eBay already.

RML 2300 from the Sundial Group to London Bus Company, Northfleet, Kent (February); Sundial Group had been in administration since February 2021.

Olympians:

AV 34 (S134 RLE) (ex ML) passed from LCS Facilities to FWL Facilities, Preston Brook (November 2018); it was re-registered to P24 LCS in March 2017 and then to P6 FWL in August 2021.

NV 37 (N537 LHG) (ex GAL) further to TLB671, this NV has been located in Salvina, Asturias, Spain as a mobile fast food restaurant trading as Big Ben Bus.

NV 144 (RJI 1655, ex R344 LGH) (ex GAL) re-gained its original registration and was sold from Grayscroft Coaches to Wigley, Barnsley (all in July).

VA 141 (R141 EVX, ex J333 ETC) (ex SLN) further to TLB689, this VA is confirmed as passing to Sun Fun, Earith, Cambs.

VN 3 (P803 GMU) (ex SLN) from Williams Coaches to British Bus, Santee, California, USA (September).

Miscellaneous low-floor double deck types:

DLA 129 (V329 DGT, ex MIG 9505) (ex ALN) is confirmed as passing to Aquitaine Travel, Middlewich, Cheshire.

DLP 60 (LJ51 DKL) (ex ALN) correcting TLB689, re-registered to T700 TDV (not T600 TDV).

VLA 176 (LJ555 BVH) (ex ALN) further to TLB689, this VLA has again been reported on rail replacement work operating with a company called Replacement Bus Hire – can anyone confirm?

VLW 21 (LJ51 DGX) (ex ALN) from Arriva North East to Alpha Recovery (October) for scrap.

VLW 48, 51 (LF02 PLJ, PRZ) (ex ALN) were sold from Arriva North East (by February).

VLW 53 (LF02 PSU) (ex ALN) from Arriva Southern Counties to Shelton Motors, Ramsey, Cambs. (November).

VLW 195 (LJ53 BEU) (ex ALN) was sold from Festival Travel (May 2021).

DNH 39112 (SN12 APZ) (ex FLN) has now been reported with Candy Coaches (by February) and has been re-registered to WLT 428; it was last recorded as with an unknown dealer.

TN 32955 (X611 HLT) (ex FLN) from First South West to Shears (dlr), Northam, Devon (May 2018) and then was subsequently sold in March 2020.

TN 33120 (LT02 NWC) (ex FLN) further to TLB689, passed to Ripley, Barnsley for scrap.

TN 33158 (LR02 LXT) (ex FLN) further to TLB689, confirmed as passing to Wigley, Barnsley.

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

- TN 33192 (LT52 XAC) (ex FLN) from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (May 2020).
- TN 33358, 33359, 33370 (LK53 EXW, EXX, EYM) (ex FLN) further to TLB689, these TNs are confirmed as passing to Ripley, Barnsley, with TN 33359 subsequently passing to Shoreline Suncruisers, Scarborough, East Yorkshire and the other two being scrapped.
- TNL 33072 (LN51 GOC) (ex FLN) further to TLB689, confirmed as passing to Wigley, Barnsley.
- TNL 33095 (LN51 NRL)(ex FLN) further to TLB690, confirmed as passing to PVS, Barnsley.
- VN 37773, 37775, 37778, 37779, 37781, 37784 (LK59 CWN, CWP, CWU, CWV, CWX, CXA) (ex FLN) have been on loan from Ensign Bus to CT Plus in Yorkshire since November.
- VN 37777 (LK59 CWT) (ex FLN) from Ensign Bus to Wattsway Travel, Sutton, Surrey (February).
- VNL 32275 (KDZ 5104, ex LT52 WXE) (ex FLN) from PVS to South Yorkshire Fire & Rescue (by November) for use in training exercises.
- VNL 32314, 32316 (LK03 NHT, NHX) (ex FLN) were re-registered by Marshall Coaches in September to SJI 8100 and SJI 8106.
- VNZ 32328 (LK53 LYH) (ex FLN) is confirmed as sold for scrap from First West of England (by February).
- VNZ 32334, 32335, 32346 (LK53 LYU, LYV, LZG) (ex FLN) further to TLB688, confirmed as passing to Wigley, Barnsley (November).
- VNZ 32337 (LK53 LYX) (ex FLN) further to TLB689, confirmed as passing to Wigley, Barnsley.
- VNZ 32332, 32338, 32339, 32347 (LK53 LYR, LYY, LYZ, LZH) (ex FLN) from Ensign Bus to Tiger Feet Playbus, Larne, Northern Ireland (February).
- VNZ 32341 (LK53 LZB) (ex FLN) from Ensign Bus to Jans Coaches, Soham, Cambs. (February).
- EVL 3 (PL51 LGD) (ex GAL) was sold from Sullivan Buses (by February).
- MHV 30 (BV66 VKW), 31 (BG66 MHZ), 33 (BV66 VKZ) (ex GAL) have arrived with Go Ahead North West with MHV 31 being the first to arrive in January and the other two arriving in February. They have been repainted to the standard Go North West grey / blue livery and have been numbered 3068, 3051, 3070 respectively; this updates TLB690 and it appears that they are being numbered in registration rather than London fleet number order.
- PDL 45 (PN03 UME) (ex GAL) is reported as sold from Suffolk Norse via East Anglian Motor Auction at Wymondham in October, but the subsequent owner is not known.
- PVL 39 (46 EYB, ex W439 WGH), 44 (665 EYL, ex W544 WGH), 48 (546 EYB, ex W448 WGH) (ex GAL) were all re-registered back to their original registrations in April 2021 and then were sold from East Yorkshire to Ellie Rose Travel, Hull, East Yorkshire (February).
- PVL 93, 111 (W493, 511 WGH), 167 (X567 EGK) (ex GAL) further to TLB686 (page 27) and TLB687 (page 27), these PVLs are confirmed as sold to Bus & Coach Repairs (dlr), Yaxley, Cambs. (September 2021). PVL 167 was subsequently sold in October, but no details are known.
- PVL 144 (X544 EGK) (ex GAL) is confirmed as sold from Bear Buses in March 2020.
- PVL 402, 403 (LX54 GZO, GZP) (ex GAL) further to TLB690, these PVLs have been located with Konectbus as fleet number 9029 and 9030, where they are being used as training vehicles with PVL 402 only entering use recently.
- VWL 3 (XIL 8977, ex LB02YWZ) (ex GAL) further to TLB688, this VWL is confirmed as re-gaining its original registration and passing to Rolling & Bending, Stickney, Lincs.
- VWL 6 (XIL 8931, ex LB02 YXD) (ex GAL) from Thandi Coaches to Rolling & Bending, Stickney, Lincs. (February 2021).
- VWL 32 (BX04 AZW) (ex GAL) from New Horizon Travel to Stephenson's, Rochford, Essex (January), and then to Axe Valley Mini Travel, Seaton, Devon (February).
- VWL 41 (BX04 BBJ) (ex GAL) from New Horizon Travel to Stephenson's, Rochford, Essex (January), and then to AC Williams, Ancaster, Lincs. (March).
- WVL 15 (OO 7056, ex LG02 KHO) (ex GAL) regained its original registration with Eurotaxi in July.
- WVL 86 (LF52 ZNU) (ex GAL) after conversion to a mobile outreach centre it passed from Quali Conversion to Wildoes, Swanage, Dorset in June.
- WVL 97 (LF52 ZNK) (ex GAL) from Ensign Bus to St Matthews School, Surbiton, Surrey (February)
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----- *Where are they now?* -----

- WVL 106 (LX03 EXW), 126 (LX53 AZV) (ex GAL) from AH Commercials to Baldrys Coaches, Holme-on- Spalding Moor, East Yorkshire (September). This updates TLB685 for WVL 126.
- WVL 163 (M1 THV, ex M40 YEL, ex Y20 SYM, ex LX05 FCC) (ex GAL) from K Matt Coaches to Bakers Coaches, Weston-Super-Mare, Somerset (August) and then regained its original registration in September.
- WVL 214, 222 (LX06 DYU, DZE) (ex GAL) were sold from Happy Al's (by January) for scrap.
- WVL 239 (A14 VXH, ex LX06 DZY) (ex GAL) regained its original registration with Imperial Coaches in October.
- WVL 249 (A6 VXH, ex LX06 EAO) (ex GAL) from Imperial Coaches to 1st Bus Stop, Gravesend, Kent (September). It then regained its original registration in November.
- 436 (YV03 PZF) (ex GAL) from Mario Coach Travel to Xelabus, Eastleigh, Hants. (February).
- 439 (YV03 PZJ) (ex GAL) from Preston Bus to Willenhall Commercials, Willenhall, West Midlands (January) for scrap.
- SP 17 (YN08 DHA) (ex LU) was re-registered to Y70 PTS by September 2020 by Wrights Coaches, and then was sold to Angie's Tours, Lowestoft, Suffolk (November).
- SP 20, 21 (YN08 DHE, DHF) (ex LU) re-registered to SGZ 3349, SGZ 2350 by Ipswich Buses.
- SP 24 (YN08 DHK) (ex LU) has been re-registered to WX 6025 by Connexions.
- TA 281 (LG02 FDY) (ex LU) was sold from Happy Al's (by January) for scrap.
- VLE 1 (PG04 WHC) (ex LU) was re-registered to FDZ 3715 by Marshalls Coaches in September.
- VLE 44 (PO54 OOF) (ex LU) was sold from Sullivan Buses (by February).
- VP 110 (W454 BCW) (ex LU) from Plymouth Albion RFC to Zordan Risk Associates, Ivybridge, Devon (September).
- TA 99 (T199 CLO) (ex ML) in answer to a query, this TA was sold for scrap from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (June 2018) after use for the Vantage Power trials.
- TP 9 (T109 KLD) (ex ML) has been reported as exported to France from an unknown Kent based dealer. This TP has been with an unknown owner since at least 2016.
- TP 350 (LR52 KVP) (ex ML) from Barton Coach to Clydes Minibuses, Barton-le-Clay, Beds. (September 2016). It was then withdrawn in October 2016 due to fire damage.
- TP 414, 421, 422, 423 (LK03 CFJ, CFX, CFY, CFZ), 457 (LK03 GJF) (ex ML) were sold from Happy Al's (by January) for scrap.
- TP 434 (LK03 GGA) (ex ML) passed from Used Coach Sales to Victoria's Nursery, Padiham, Lancs. (July 2020) for use as a static library.
- VW 1756 (LK59 CWT) (ex ML) – see the corresponding entry for VN 37777 (ex FLN) above.
- TA 17065 (T665 KPU, ex 80 XAP) (ex SLN) has been reported as sold from Herberts Travel (November 2021); hopefully this report is correct this time.
- TA 17147 (V147 MEV) (ex SLN) was previously reported as sold by April 2018 from Brylaine Travel, but it apparently returned to service in February 2019 and remained operational until July 2021, apart from during the first Covid lockdown of April to August 2020.
- TA 17160 (V160 MEV) (ex SLN) was re-registered by Shoreline Suncruisers to L600 SSB in October.
- TA 17171 (V171 MEV) (ex SLN) is confirmed as sold to PVS, Barnsley (November 2020).
- TA 17284 (X284 NNO) (ex SLN) was sold from Mayday Travel (October).
- TA 17429 (Y429 YHK) (ex SLN) was sold from Happy Al's (June) for scrap after use for spares.
- TA 17470 (Y531 NHK) (ex SLN) from Stagecoach Merseyside to Stagecoach Highlands (February) at Inverness, and not to Stagecoach Yorkshire as expected.
- TAS 17586 (LV52 HFU) (ex SLN) was sold from Happy Al's (June) for scrap.
- TAS 17590 (LV52 HFZ) (ex SLN) from Ensign Bus to Seven Sisters Bus & Coach, Ringmer, East Sussex (October), and then passed to Compass Travel, Worthing, West Sussex (November).
- TA 17817, 17825 (LX03 BXM, BXY) (ex SLN) updating TLB690, these TAs passed from 1st Bus Stop to Bus & Coach Repairs (dlr) / AH Commercials, Yaxley, Cambs. (May), and then to Fowlers Travel.
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----- *Where are they now?* -----
TA 17871 (LX03 NFT) (ex SLN) from Mayday Travel to THZ, Shoreditch, London (by June) and was re-registered to IIG 3841 in November.
TA 17912 (LX03 OSG) (ex SLN) was sold from Hodsons Coaches (November).
TA 17954 (LX53 JYU) (ex SLN) from Reading & Wokingham Coaches to Bus & Coach Centre (dlr), Forest Hill, Oxon (by January).
TA 17986 (XOK 933, ex LX53 KBK) (ex SLN) was re-registered back to its original registration by Tetley's Coaches in March 2021.
TA 18229 (LX04 FXU, ex WJY 759) (ex SLN) from Plymouth Albion RFC to Zordan Risk Associates, Ivybridge, Devon (September).
15151 (LX59 COJ) (ex SLN) has been re-registered by BorderBus to BB04 AVA.

DNH 39112 (SN12 APZ) (ex TT) – see the corresponding entry for DN 39112 (ex FLN) above.

Low-floor single deck types:

ENS 2, 11 (LJ07 EDL, ECF) (ex ALN) after loan to Team Pennine these ENSs passed to Arriva Yorkshire (November 2020) (and were not returned to Arriva North West) but retained their fleet numbers 2059 and 2165.

PDL 85 (LF52 USC) (ex ALN) from Arriva Southern Counties to Shelton Motors, Ramsey, Cambs. (November).

PDL 120 (LJ15 GPF) (ex ALN) from Ensign Bus to MC Tractors / Shelton Motors, Ramsey, Cambs. (February).

ELS 13 (YR52 VFM) (ex GAL) is confirmed as sold from Trustybus / Central Connect to MC Tractors, Ramsey, Cambs. (April 2019) – note the revised date.

LDP 111 (S954 JGX, ex WLT 311) (ex GAL) was sold from O R Jones (November 2020) for scrap.

LDP 261 (SN53 KKW) (ex GAL) was acquired from an unknown dealer by Red Bus, Skegness, Lincs. (by May 2018). It was then sold by December 2020.

LDP 285 (LX06 FAU) (ex GAL) was sold from Nu-Venture (August).

SOE 4, 23 (LX09 AYJ, A|G) (ex GAL) from Ensign Bus to Trainfor Group, Canterbury, Kent (February).

DPS 626 (SK02 XGV) (ex LU) from D J Thomas to Knights Brothers Travel, Taunton, Somerset (June 2017) and was allocated fleet number 19.

OT 30205 (YJ11 EHM) (ex LU) from Lakeside Coaches to Hastings Driver Training Centre, Hastings, East Sussex (September).

SDE 20210 (YX08 MFK) (ex LU) was sold for scrap from Redline (September) after being fire damaged.

DM964, 966, 969 (LK58 CRV, CRZ, CSU) (ex ML) from Ripley to Hulleys, Baslow, Derbys. (February). They are being repainted prior to entering service and are retaining their centre doors.

DML 17 (JFZ 8627, ex R697 MEW) (ex ML) was sold from Red Bus (by December 2020).

DP43 (W143 DGT) (ex ML) has been sold from Positive Directions NE (February) for continued use as a mobile café / burger bar (February).

SLD 34148, 34149 (V148, 149 MVX) (ex SLN) were sold from Red Bus (by December 2020).

SLD 34214 (W214 DNO) (ex SLN) is reported as sold from the Honnister Slate Mine in Cumbria.

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; New reported vehicles

None reported

Additional information and updates

Lorries RV12 OEY and RV12 OEZ are SORN (declared as off the road), and are possibly withdrawn.

Bus Company Fleets; Newly reported vehicles

-	GL69 SFZ	VW Transporter Minibus	Arriva London	Silver #	DT
-	GL69 SGY	VW Transporter Minibus	Arriva London	Silver #	DT

Additional information

Abellio 6762 (MG11 MZO) is withdrawn.

The Arriva London minibuses shown above are the latest to come on hire from Thrifty. It is likely that they have replaced some of the earlier minibuses but we don't know which ones. Lots of Arriva vehicles have had new V5C documents (logbooks) issued over the past year, suggesting a change of keeper. Thus presumed withdrawn are WR15 VTU/VVO/VVP/VWT, WU15 ETT, FH65 BXY/BYW/CWM, and FJ17 WVY. Having said that, FH65 BYA (which was listed as withdrawn in TLB689 based on a V5C issued in November) was seen at BN garage in February. DA19 GOJ and YB21 LNV/LOA are also withdrawn.

Go-Ahead London 9047 (RK64 OVM) is withdrawn, while newer RX71 SYU has transferred from NP to BX.

RATP FF75024/75026 (LS15 CZY/DXO) are withdrawn, as is Sullivan Buses EY12JGO.



RTs and RMs aside, it is a very long time since London Buses sported rear destination blinds. A small but significant revival has occurred on Abellio's new E400EVs on route 63. (Mark Lyons).

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

This TLB closed on 4-6 March due for posting on 15 March. Closing date for TLB692 is Weds 30 March and due for posting on Tues 12 April. 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 04May, 08June, 06July, 03Aug, 07Sept, 05Oct. 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.



London Bus Museum at Brooklands has received an early-model Scania OmniCity SP 40001 (ex SP 1) from RATP. In its very early days with Transdev London United on 4th September 2007, SP 1 is at Marble Arch carrying a heavy passenger load westbound. Regrettably, not too many such loads in 2022. *(Richard Godfrey)*

LBM's RMC 1461 has been repainted from Green Line to the red and gold livery it carried in 1989 for a limited stop route X15 from Beckton to Trafalgar Square. However November 1991 saw the X15 converted to opo Titans. Our picture is in its RMC days and it is heading back eastbound at Aldgate, also with a good passenger load. *(Mike Harris)*



Rear cover: LGOC began the 84 in 1912 (St Albans to Golders Green). Later it was cut back to Arnos Grove and then New Barnet. In 1982 it passed to LCBS and was rerouted via Potters Bar in 1986. Now with Metroline, DEL 849 is seen in Mutton Lane. Part of it will transfer to Sullivan Buses from 2nd April. *(Richard Godfrey)*



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