



# Invicta

Number 877

August 2025



Issued monthly by

**THE M&D AND EAST KENT BUS CLUB**

[mdekbusclub.blogspot.com](http://mdekbusclub.blogspot.com)

# THE M&D AND EAST KENT BUS CLUB

**Website** : <https://mdebusclub.blogspot.com>

**e-mail newsgroup** : <http://groups.google.com/group/mdebusclub>

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*Invicta* is compiled and published for current Club members. Every effort is made to ensure accuracy, but the Club and its officers are not responsible for any errors in reports.

The Club covers operators with a licensed address and at least one operating centre within the map area which is shown in publication P.41 (Other Operator fleet lists) and circular C.7 (Constitution), and will appear in the next edition of circular C.9 ('Codes and Abbreviations').

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## CLUB CONTACTS : WHO AND WHAT FOR

**General correspondence including change of address** : **Chris Duncombe, Secretary**  
20 Swift Crescent, CHATHAM, ME5 7QY [mdebusclub@gmail.com](mailto:mdebusclub@gmail.com)

**News reports and other items regarding Invicta** : **Nicholas King, Managing Editor**  
42 St Albans Hill, HEMEL HEMPSTEAD, HP3 9NG [editor@mdebusclub.org.uk](mailto:editor@mdebusclub.org.uk), or directly to sectional compilers where shown. The deadline for the next issue is **Tuesday 9th September**; input can be forwarded as appropriate. Topical digital photographs are welcomed by e-mail. We can only publish pictures supplied directly; we cannot copy pictures from social media platforms without the express consent of the photographer. To avoid system overload, please limit submissions to a maximum of three low-definition attachments per message. We shall come back to you if we need a higher-definition file for publication.

**Subscription queries, publication orders, other payments** : **John Collins, Treasurer**  
The Homestead, Headcorn Road, Grafty Green, MAIDSTONE, ME17 2AP  
[treasurer@mdebusclub.org.uk](mailto:treasurer@mdebusclub.org.uk)

**Photographic section** : **Brian Weeden, Photographic Co-ordinator**  
8 Share & Coulter Road, Chestfield, WHITSTABLE, CT5 3LE [mdebusclub@gmail.com](mailto:mdebusclub@gmail.com)

**Area meetings** : Please contact your Area Organiser as shown on the opposite page.

To protect the family privacy of Club officers, who work on a wholly-voluntary basis, please limit contact to the methods listed above unless invited otherwise.

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**Front cover illustration** : Stagecoach South East have extended their Thanet open-top service to run from Cliffsend to Minnis Bay, at the expense of the previous section between Broadstairs and Stone Bay. After a short delay, the two long-wheelbase Alexander Dennis open-toppers acquired from sightseeing work in London have entered service, represented by 19135 in Cross Street, Birchington on 28th July. The promotional vinyls have been applied to the three vehicles which are intended as the main fleet for the operation; in practice all six open-toppers have had to be deployed, including relatively elusive appearances by two Scania's which were not planned to be used.  
*Richard Mellor*

## MANAGEMENT COMMITTEE

Chairman : Lee Crust  
Managing Editor : Nicholas King  
Secretary : Chris Duncombe  
Treasurer : John Collins  
Elected members : Myles Chantler, David Jenkins, Richard Mellor (one vacancy).

[chairman@mdebusclub.org.uk](mailto:chairman@mdebusclub.org.uk)  
[editor@mdebusclub.org.uk](mailto:editor@mdebusclub.org.uk)  
[secretary@mdebusclub.org.uk](mailto:secretary@mdebusclub.org.uk)  
[treasurer@mdebusclub.org.uk](mailto:treasurer@mdebusclub.org.uk)

## OFFICERS AND ASSISTANTS

DATA PROTECTION OFFICER	Lee Crust
DESTINATION BLIND SALES	Andrew Howe
EDITORIAL ASSISTANT	Jonathan Fletcher
INVICTA NEWS-GROUP MODERATOR	Ken Lansdowne
LIBRARIAN	John Collins
MEMBERSHIP OFFICER	Richard Mellor
PHOTOGRAPHIC CO-ORDINATOR	Brian Weeden <i>assisted by</i> Eric Baldock, Trevor Groves, Mike Hodges, John White
PRESERVATION OFFICER	Richard Wallace
SAFEGUARDING OFFICER	John Duddington ☎ 01905 423131 or <a href="mailto:duddingtonjohn@gmail.com">duddingtonjohn@gmail.com</a>
Deputy Safeguarding Officer	John Coombes ☎ 07947 135865 or <a href="mailto:johncoombes80@hotmail.com">johncoombes80@hotmail.com</a>
SALES OFFICER	Myles Chantler
SECRETARIAL ASSISTANT	David Jenkins
TOURS OFFICER	Darren Walker

There remain vacancies for SALES EVENTS OFFICER and WEBSITE ADMINISTRATOR, and for collating Subsequent Disposals sections of *Invicta*. Please contact us if you feel you can offer help.

## AREA ORGANISERS AND LOCAL MEETINGS

Dover area and Canterbury meetings	Mike Ansell, 18 Monastery Avenue, Castle View, DOVER, CT16 1AB ☎ 01304 210821
Folkestone area	Phil Lightman, 3 Pike Close, FOLKESTONE, CT19 5UT ☎ 01303 277328 or <a href="mailto:phil.lightman@ntlworld.com">phil.lightman@ntlworld.com</a>
Hastings area	Terry Blackman, Faegerham, Commanders Walk, Fairlight, HASTINGS, TN35 4BE <a href="mailto:terry.blackman@bopenworld.com">terry.blackman@bopenworld.com</a>
Maidstone & Medway Towns	Jeff Tucker, 47 Hengist Court, Marsham Street, MAIDSTONE, ME14 1BU <a href="mailto:jeff.tucker047@gmail.com">jeff.tucker047@gmail.com</a>

**Tuesday 2nd September** at 1930 : Maidstone and Medway meeting in the upstairs room of the "Bush" public house in Rochester Road, Aylesford, ME20 7BS. Members are invited to bring photographs on any digital media, or slides by prior arrangement. There is an attendance charge of £2.50 to cover hire of the room. Further information can be obtained from our Area Organiser, Jeff Tucker, as shown above.

Informal meetings are held regularly at Dover, Folkestone and Canterbury. Members wishing to attend these should contact the appropriate Area Organiser for details.

## CLUB NOTICES

**SAFEGUARDING** : The Management Committee has recognised the legal requirement and the importance of having a safeguarding policy for the Club and also contacts for safeguarding issues. A policy document has been drawn up and is available on request.

The intention is to publish the policy and circulate it to members later this year with an issue of *Invicta*.

We have been very grateful to member John Duddington who has assisted us in compiling the policy document. We are delighted that John has agreed to be the Club's Safeguarding Officer and member John Coombes his deputy.

Their contact details for safeguarding matters will be published each month on the directory page of *Invicta*.  
Richard Mellor *on behalf of Management Committee*

**MANAGEMENT COMMITTEE BULLETIN** : The Management Committee has met twice since the most recent bulletin appeared in the February *Invicta*, on 26th April in Hemel Hempstead and on 19th July in Chatham. In addition to the regular reports from Club Officers, the topics discussed included :

- Progress on the Club's Safeguarding Policy and appointment of a Safeguarding Officer (see separate notice). It is good practice to have such a policy, and is increasingly necessary to hire venues, especially church halls (as used, for example, for the AGM).
- Initial discussions as to ways to reflect the Club's 75th Anniversary in 2027, thanks to a member suggestion.
- Offering and noting the acceptance of honorary membership to Matthew Arnold, in reflection of the significant assistance accorded to the Club during his time at Stagecoach.
- A positive sales stand attendance at the South East Bus Festival; noting particularly that the Enthusiasts' Guide had sold very well.
- Plans to produce the Club's listing of Independent Operator Fleetlists (P.41) earlier than usual, and thanks to those involved for doing so.
- Placing an advert in *Invicta* (which appeared last month) seeking potential authors for new Club publications, particularly in areas that remain unexplored, following the similar guidance for those submitting photos which appeared earlier in the year.
- A "job advert" for a Committee member, setting out what the role entails, to be carried in a future issue of *Invicta*.
- The absence of a willing Treasurer for the next or following Club year continues to be a source of concern for our succession planning. Commercial bookkeeping would come at a significant cost, and the Treasurer's role cannot be left uncovered. Ideally, there would be a period of overlap/shadowing with John Collins.

The next meeting will take place in October in Chatham; the precise date is still to be set. Comments or items for discussion from members on any aspect of Club business are always most welcome.  
Chris Duncombe *Secretary*

**OTHER NOTICES** : This section is included as a service to members. The Club accepts no responsibility for any goods or services offered.

- Further to the notice last month of former East Kent WJG 470J being on sale for continued preservation, a parking space has already been provisionally pencilled-in specifically for this vehicle in a very suitable and secure, undercover building in the High Weald of Kent at a rental of £125 per calendar month (payable quarterly in advance). This accommodation will be ready on and from 1st October. This information may encourage a prospective purchaser or consortium.

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## OVERVIEW

We are pleased to present a 44-side issue this month, matching the previous record size since we changed to A5 format in 2003. Thanks are due to all who have provided reports. The balance of content carries its own message as regards the areas (both geographical and subject-wise) which generate the most interest amongst those who share their sightings by putting finger to keyboard or pen to paper. Read on...

Reports are being received of mid-life vehicles now being retro-fitted with internal screens to display route, destination and next stop information. This arises from the Public Service Vehicles (Accessible Information) Regulations 2023 (described in the industry as PSVAIR) rather than the older Public Service Vehicles Accessibility Regulations 2000, and has already required vehicles first used on or after 1st October 2019 to have complied from 1st October 2024 onwards, and now requires those first used between 1st October 2014 and 30th September 2019 to do so from 1st October 2025, and those first used between 1st January 1973 and 30th September 2014 to do so from 1st October 2026. There seems to be a grey area whether the date "first used" is the same as that "first licensed".

These screens should be accompanied by audio announcements. However, some vehicles are not yet showing anything more than date and time, and not all have functioning announcements (those which do are reported as often rather faint). It is also reported that the "next stop" information, when working, often lacks mention of the locality, such as just showing "Cemetery", which is not always helpful to non-local riders. All of these factors seem to vary from one area (and therefore operating company) to another. Stagecoach installations also show "stop requested" on the screen when the bell is rung.

We shall content ourselves with mentioning that this programme is now in hand, rather than attempting detailed listings. So far the only reports are of Arriva and Stagecoach vehicles, but obviously it also affects smaller operators, who have to bear the costs if their fleets comprise twenty or more qualifying vehicles, and amongst whom some background work is already taking place, such as fitment of induction loops, not obvious to passengers.

Much of the backlog of subsequent disposal information has been cleared this month. Special thanks are due to David Jenkins for detective work on a number of vehicles unreported for many years, especially overseas.

There remain some reports of a more historical nature, some concerning vehicles untraced (often for many years) since export, and a handful which cite vehicles moving from one owner to another where we have no trace of them having arrived with that first owner. These need fuller investigation before being committed to publication.

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## ARRIVA SOUTHERN COUNTIES

Current vehicle notes are compiled by Rob Thomas (e-mail [arriva.vehicles@mdekbusclub.org.uk](mailto:arriva.vehicles@mdekbusclub.org.uk)), traffic notes by Stephen Jenner (e-mail [arriva.traffic@mdekbusclub.org.uk](mailto:arriva.traffic@mdekbusclub.org.uk)). Subsequent disposal reports should be sent to the main Editorial address.

## ARRIVA KENT & SURREY

**VEHICLES IN** : The official arrival date of AC010 is 11th June.

4262 (GN64 DXS), Wrightbus StreetLite DF 11.5m (SA9DSRXXX14141724)/(AK565) B44F+23 [B38F+29, B38F+27+1], moved from Arriva Kent Thameside, Northfleet to Gillingham by 21st July to replace 4058. It has an unladen weight of 8107 kg and was new in 9/14 to Arriva Kent Thameside. It is in new Arriva livery.

4340 (SK16 GXN), Wrightbus StreetLite DF 10.8m (SA9DSRXXX16141301)/(AN005) B41F, arrived at Tunbridge Wells on 5th August. It has an unladen weight of 7587 kg and was new in 3/16 to Diamond (Rotala), Tividale, West Midlands (32310). It is currently in base "Brighter Diamond" blue livery, with Arriva branding added. Its full seating details remain to be confirmed. A further vehicle of this type is expected at Tunbridge Wells to replace existing Optare Versa vehicles.

4349, which was on loan to Tunbridge Wells, has now been formally allocated there as a replacement for withdrawn 1518. Details of this vehicle were given last month, and the full seating details can now be confirmed as B33F+34 [B27F+49, B27F+39+1].

Correcting previous information, AC007/8 (RF68 FME/J) (since gone) had and AC010 (RX18 LNA) has [Altas Cityline](#) bodywork. The same probably applied to RF68 FMA, which had no fleet number during its brief stay here. EVM market (and often badge) these products, hence possible previous mis-reporting. Since losing its ArrivaClick vinyls, AC010 does not carry its fleet number.

**ALLOCATIONS** : Official allocations to the end of June confirm the changes shown in *Invicta* 875 and 876, with the following additions :

4054	RES-RESw	6143	TW-M
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Those for July are still awaited, but the following movements have been noted up to 15th August :

1518	TW-TWw	4340	Acq-RES	6127	TW-TWw
4058	GL-GLw	4349	Acq-TW	6449	RES-GL
4262	Acq-GL				

1518 was withdrawn at Tunbridge Wells on 6th August after last use on 4th August.

4058, withdrawn at Gillingham, was last used there on 17th July.

4262 had yet to enter service at 15th August.

6127, which was the oldest operational vehicle within the UK Arriva fleet, has now been withdrawn at Tunbridge Wells. It was last used there on 14th July.

6449 finally entered service at Gillingham on 13th August, tracking as withdrawn 4054.

As at 15th August, 6302 (TW), 6402 (GL) and 6536 (M) have all been out of service for more than two months.

**Loans**. The reported loan of 6143 (TW) to M has been confirmed as a transfer (see above). 5463 (GL) has been on loan to TW since 14th July, still on 18th August.

**Reserve fleet**. 3014 remained under preparation for entry into service at TW on 11th August.

4340 remained in store at TW on 15th August.

Long-term repairs of fire victim 6482 continued at TW on 11th August.

**Withdrawn fleet**. 1021 was last noted in the yard at Maidstone depot on 8th July, but was no longer there by 12th August. Its current whereabouts are therefore unknown.

1518 was moved, stored, from TW to M on 6th August.

4054 remains last reported in store at GL on 11th June.

4058 is assumed stored at GL.

6127 was confirmed stored at TW on 16th August.

6304 and 6422 remained stored at TW on 11th August, awaiting disposal.

**LIVERY** : During July, 6522 was repainted into a second application of new Arriva livery, and 6528 received a second application of its heritage style M&D livery, with both Arriva and M&D logos displayed. This differs from the original application by omitting the "Proud to serve Kent for over 100 years" message previously displayed between the decks. It has also reverted to having green wheel hubs.

**Major advertisements**. All-over rear adverts for Oatly! (6503/10), High Tech (6511) and Royal Tunbridge Wells (6542) had all been removed by the end of July.

**GENERAL** : 5464, which had been away at Alexander Dennis, Harlow, for bodywork repairs, returned to Gillingham by 21st July and re-entered service on 30th July, following renewal of its annual ticket. It re-commenced tracking under its correct identity from 31st July.

A further six Wrightbus StreetLite vehicles, nominated for use by Arriva Kent Thameside, have been purchased by Arriva from Diamond (Rotala). They are to be numbered 4350-5. They are being prepared for service by Maidstone depot, and five were visible there on 12th August, these being 4350 (SK17 HHL), 4352 (SK68 TXN), 4353 (SN68 AJG), 4354 (SN68 AJH) and 4355 (SN68 AJJ). Not seen was 4351 (SK68 TXM). 4351-5 are in base "Brighter Diamond" blue livery, whereas 4350 is in base West Midlands Bus Red livery. All those visible now carry their new Arriva fleet numbers. More details of these vehicles will be given if any enter service in our area.

Additionally, a number of new Arriva London BYD B11E02 electric double-deck buses have been noted in store in the yard at Maidstone depot. They are to be allocated to Arriva London North, Palmers Green depot, when the necessary electrical infrastructure work and driver training is complete. The vehicles reported are ED42 (LF25 TKZ), ED43 (LF25 TLJ), ED44 (LF25 TLK), ED48 (LF25 TLV), ED51 (LF25 TLZ), ED53 (LF25 TMU), ED54 (LF25 TMV), ED59 (LF25 TNJ) and ED63 (LF25 TNO). In addition to these, a further unidentified vehicle was noted there on 12th August.

Arriva Kent Thameside vehicles noted receiving attention at Gillingham depot on 2nd August were 4108 (bodywork repairs) and 4119 (repaint into new Arriva livery).

**SERVICE VEHICLES** : AC010 remained in use as the Maidstone crew ferry on 14th August.

**SUBSEQUENT DISPOSALS** : P610 CAY (5939) – Hamill, Ahoghill, Antrim (dealer) 6/24 for scrap ex 1889 Sports and Social Club, Larne (npsv). Last reported with Belfast Play Bus, Newtonabbey, Antrim (npsv) 11/21.

P934 MKL (5934) – A. Hussain, High Wycombe, Buckinghamshire; gone by 3/24, probably for scrap.

R903 BKO *now EIG 1307* (2903) – Creigiau Travel, Creigiau, Cardiff; re-registered R903 BKO, 8/23; Hayward, Carmarthen, Carmarthenshire 9/23 (not in use).  
 W183 CDN (2894) – McCall's, Lockerbie, Dumfries & Galloway; last noted 1/21; no longer extant under this identity, but may have been re-registered.  
 GO03 CLA (2858) – Portrest, Southam, Warwickshire (Catteralls); withdrawn 4/17; still extant 5/23.  
 GN04 UFP (6444) – Shelton Motors, Ramsey, Cambridgeshire (dealer) 4/25 ex De-Luxe, Foston, Derbyshire.  
 GN06 EWC (3738) – Wheelers Travel, North Baddesley, Hampshire (dealer) by 4/25 ex Kent County Council, Aylesford, Kent. Whether there has been an intermediate owner is not known.  
 GN07 AVG (3820) – AKT (3820); gone 7/25.  
 YJ08 DZF/H (3756/8), GN58 BUA (4017) – AKT (3756/8, 4017); withdrawn 6/25.  
 YJ60 GGO (7922) – AtS (2790) ex Arriva Bus & Coach, Gomersal, West Yorkshire (dealer) 1/20, allocated to High Wycombe; AKT (2790), allocated to Stevenage, 8/24.  
 KX61 FHM (4214) – AKT (4214); withdrawn 6/25, then arrived at Southend 7/25; whether for further use is not yet clear.  
 KX61 KHB (4217) – AKT (4217); re-allocated to Harlow 6/25.  
 KX13 DHG (4237) – AKT (4237); arrived at Southend 7/25, not having been used elsewhere since 5/25, but not yet formally re-allocated.  
 GN15 CXT (4320) – AKT (4320); re-allocated to Stevenage 5/25.  
 SL16 YPH (6801) – Diamond (North West), Bolton, Greater Manchester (40714) 10/23, allocated to Eccles, ex Diamond, Tividale, West Midlands (40714); Diamond, Tividale, West Midlands 3/24, allocated to Tividale.  
 SN67 WUB/D/E/T-V (4114/6/7/27-9) – AKT (4114/6/7/27-9); re-allocated to Hemel Hempstead 7/25.  
 SN67 WUC/H (4115/9) – AKT (4115/9); re-allocated to Hemel Hempstead 8/25.  
 RF68 FME/J (AC007/8) – AKT (AC007/8); gone 7/25.  
 YX72 OFN (4133) – Arriva Midlands North, Thurmaston, Leicestershire (3156) 7/25, allocated to Hinckley, ex AtS (3156).  
 Latest reports for disposal vehicles : 8/24 – P933/5 MKL (5933/5); 8/25 – LF52 UON (1628), GN04 UEV (6428).

**ROUTE CHANGES** : From an unknown date (but announced in the press on 20th July), H1 now stops outside Hermitage Court in Hermitage Lane. This is the satellite site of Maidstone Hospital, housing the West Kent Community Diagnostic Centre. The press release says that buses in both directions stop on the same side of the road. In practice, the stop is only served northbound; passengers from London Road stay on the bus via Maidstone Hospital. This is to avoid their having to cross the road at the stop. Previous proposals to run into Hermitage Court itself foundered because of narrow roads, meaning that buses would run over kerbs.

These changes are registered from **31st August** :  
 6 Saturday headway widened to 90min.  
 281 Mon-Fri daytime headway widened to 20min.

It will be noted that the 701 (Maidstone to Bluewater) was not re-introduced this summer.  
**Temporary diversions : Maidstone area.** Mill Street/St Faith's Street in Maidstone town centre were closed on a rolling road block between 1345 and 1445, and Maidstone High Street between 1300 and 1800, on **12th July** for Maidstone Carnival. Buses that normally serve High Street terminated/started at Bus Station with diversions as necessary to

do so. 101 operated from Kent History & Library Centre direct via A229 to terminate at The Cannon and restart from Pudding Lane operating direct between Earl Street and Kent History & Library Centre via A229 between 1230 and 1530.

A teen disco in Maidstone town centre on **23rd July** meant buses after 1900 started/terminated at Bus Station, taking the usual diversions to do so, except 101 which terminated at The Cannon and re-started from Pudding Lane.

Because of a large group of youths causing problems in Parkwood estate on the evening of **23rd July**, 82 operated via Bell Meadow to and from Sutton Road.

The A28 Ashford Road, Tenterden was closed nightly from **25th July to 8th August** from 2100 until 0500 for roadworks. The affected 12 buses, which diverted via Benenden Road, Cranbrook Road, West Cross and Tenterden High Street, only serving Tenterden at The Vine bus stop.

Stone Street, Cranbrook was closed from **28th July to 1st August** for roadworks. 5 diverted via Angley Road, Oatfield Drive and Carriers Road.

Due to an incident in Maidstone High Street on **1st August**, the 101 at 2204 ex Maidstone operated direct from Bus Station to Brenchley Gardens, not serving Pudding Lane or Earl Street. Bustimes.org shows it operated via Romney Place, Lower Stone Street, Upper Stone Street, Loose Road, Sheals Crescent, Hayle Road, College Road and Bishops Way to Fairmeadow,

Gighill Road is closed between 1900 and 0500 from **12th to 23rd August**. 71 is diverting via New Hythe Lane and Leybourne Way.

Due to a road closure on Maidstone High Street on the evening of **13th August**, 101 terminated at The Cannon and started from Pudding Lane. All other bus services terminated/started at Bus Station using the normal diversions to do so.

Terrace Road was closed between 1900 and 2400 on **13th and 14th August**. 71 diverted via Tonbridge Road and Queens Road.

#### **Medway area**

An accident occurred at Wainscott roundabout on the evening of **11th July**. 191 diverted via Wulfere Way, not serving Wainscott.

A motor-bike accident occurred outside the old Gala Bingo Hall in Chatham High Street on **11th July**. All services to and from Luton Arches diverted via New Road and Best Street in both directions.

Church Street, Gillingham was closed from **11th to 14th July** for Medway Council roadworks. 176/177 and Sunday 1 diverted via Gads Hill, Lower Rainham Road, Plantation Road to Grange Road on journeys from Chatham before Hazelmere Drive loop then diverted via Plantation Road, Lower Rainham Road and Gads Hill back towards Chatham.

Richmond Road re-opened on the afternoon of **12th July**, with 176/177 resuming normal routes.

Emergency water repairs closed the road between Allhallows and Lower Stoke *Nag's Head* on **18th July**. 191 operated to Allhallows before returning along Ratcliffe Highway and diverting to and from Grain via Malmaynes Hall Road and Grain Road.

The Medway Mile event closed roads around Brompton Road, Gillingham between 1800 and 2200 on **18th July**. 101/182 diverted via James Street, Richmond Road, Medway Road and Prince Arthur Road.

On **20th July** an obstructing vehicle in Maple Road meant 140 could not serve Marlowe Park, being diverted via the 141/700 route instead.

Chatham High Street was closed between **22nd July and 1st August** for Southern Gas Networks roadworks. All buses to and from Chatham Hill/Luton diverted via Union Street and New Road.

An accident at Darnley Road roundabout on **23rd July** caused 140/700 to be diverted via London Road and Parkfields, where the 700 turned using the turning circle to return via Parkfields and the 140 continued to Wells Road to terminate/start.

Luton Road was closed from **25th to 30th July** for Southern Water roadworks. 166 diverted via Railway Street, Maidstone Road, Walderslade Road, Burma Way, Wayfield Road and Street End Road. 176 diverted via the same route to Capstone Road and then doubled back using the roundabout.

Town Road, Cliffe Woods roadworks which were due to start from **28th July** were postponed, so the shuttle bus intended to be provided by Nu-Venture (see page 25/219) did not operate. Some morning 133 buses did not reach Cliffe on **28th July** as signs were placed saying that the road was closed.

Sturdee Avenue is closed for Southern Gas Networks roadworks from **28th July to 19th August**. 101/182 are diverting via Nelson Road, Canterbury Street, Watling Street and Woodlands Road.

Gillingham High Street was closed near the library on **28th and 29th July**. 101/182 diverted via James Street, Richmond Road, Medway Road and Prince Arthur Road. 116 served Mid-Kent College then back down Medway Road, Richmond Road, James Street and Jeffrey Street.

Canterbury Street was closed from **28th to 30th July** for Southern Gas Networks roadworks as well. 116/175/176/177 diverted via Gillingham Road, Duncan Road, Balmoral Road, King Street (return Victoria Street) and Jeffrey Street, which meant 116 on **28th and 29th July** followed this diversion directly from the Gillingham High Street diversion. At least the 176/177 were stopping additionally at King Street/Victoria Street for passengers requiring the High Street.

Wayfield Road was closed on **30th and 31st July** for Medway Council roadworks. 177 diverted via Churchill Avenue.

Sturdee Avenue is closed from **1st to 19th August** for Southern Gas Networks roadworks. 101/182 are diverting via Woodlands Road, Watling Street, Canterbury Street and Nelson Road.

Delce Road is closed between **8th and 21st August** for City Fibre roadworks. 145/146 are diverting via City Way towards Warren Wood and via St Williams Way and City Way towards Chatham.

A bad accident by Mockbeggar Farm on **9th August** meant 133 terminated at/started from Brompton Farm Road, not serving the route to and from Cliffe.

Maidstone Road, Rochester was closed from **11th to 13th August** for Southern Water to repair a burst water main. 155 diverted via City Way, Arethusa Road, The Tideway, Hawser Road and Maidstone Road.

Allhallows Road, Lower Stoke is closed from **13th to 19th August** for Southern Water roadworks. 191 is operating as normal to Allhallows then doubling-back to Fenn Bell then via Malmaynes Hall Road and Grain Road.

The Brook was closed after 2000 on **13th and 14th August** for re-surfacing at the junction with High Street. 132/166/177 diverted via Railway Street and New Road.

Bells Lane, Hoo is closed from **14th to 28th August** for Southern Water roadworks. 191 Grain journeys and 192 are diverting via Stoke Road and Ropers Lane, other journeys on 191 operated normally at first, but later on **14th August**, those for St John's Road terminated/started at Hoo, Five Bells, turning via Marina, due to contractors' signage blocking access to Bells Lane.

### **Tunbridge Wells area**

Emergency works closed Shipbourne Road, Tonbridge from **3rd July**. The diversion of 218 and 219 has not been reported. The road re-opened on **30th July**.

Re-surfacing work has Greggs Wood Road from **4th to 20th August**. 277 is diverting via Birkin Road, Sandhurst Road and Sherwood Road.

East Peckham was closed from **15th August** till late afternoon on **18th August** due to a burst water pipe. 6 diverted via Hale Road.

**ROUTE WORKING** : By 30th June the peak vehicle requirement at TW had been re-distributed as 20 DD, 1 SD, 13 midibus. The total of 34 was unchanged. A reduction to 33 (breakdown not known) is shown for August, presumably covering the widened headway of 281 as above.

**PUBLICITY** : A leaflet has been published summarising services between Allhallows-on-Sea and Chatham, focussing chiefly on summer route 192 from 24th July to 30th August but also showing details of journeys on 191.

**AROUND THE AREAS** : **Maidstone area**. Buses on H1 continue to show variant H2 or Park & Ride displays on an irregular basis. 6532 was unusual on H1 on 14th August, followed by 6510 on 15th August. 4121 is the normal vehicle, being regarded as particularly reliable.

An accident on Blue Bell Hill on the evening of 11th August caused delays and cancellations to route 101.

**Medway area**. An incident on the M2 on the morning of 23rd July caused delays to bus services in the Medway Towns.

Driver shortages have re-appeared in recent weeks at Gillingham, with a number of journeys cancelled or covered by loaning drivers from other depots. This seems a particular issue in afternoons and at weekends.

**Tunbridge Wells area**. 4218 seemed unusual on 6X on 14th August.

## **ARRIVA KENT THAMESIDE**

(Northfleet operation only; outside formal coverage)

StreetLite 4262 is reported as having moved by 21st July, to Arriva Kent & Surrey at Gillingham.

The allocation of 4346, previously on loan at Northfleet, became an official transfer during May. Its adaptable seating options are still required please.

An unusual occurrence was the use of withdrawn Enviro200 3985 (GN07 DLK), which arrived from Arriva Kent Thameside (Colchester) on 14th July and was used for one round trip on route 480. It was immediately returned to Essex and has, since then, remained parked at Southend.

1608 is reported as withdrawn following last use on 22nd July.

StreetLite 4323 remains out of service, last used on 6th March.

1023, 1034 and 1106 are reported to have left the fleet during July. Further details are not known. They were last noted at the depot on 30th April.

Withdrawn 1610 and 4020 remain last reported stored at Northfleet on 22nd April and 4th June respectively. 1608 is assumed stored at Northfleet.

Mercedes-Benz minibuses 1000/14 from Southend remain last reported in store here, 1000 in early May and 1014 requiring confirmation.

Withdrawn ancillary vehicle TV03 remains last reported stored at Northfleet on 14th March.

The official departure date of AC010 is 11th June. Further to page 25/220, it still carried full ArrivaClick livery in mid-May. When it was de-branded subsequently, the logo on the bonnet was replaced by a standard Arriva logo. It also lost its fleet number in that position. Its bodywork was Altas Cityline, not EVM.

A number of new Arriva London BYD B11E02 electric double deck buses have been noted in store at Northfleet depot. They are to be allocated to Arriva London North, Palmers Green depot, when the necessary electrical infrastructure work and driver training is complete. The vehicles reported are as follows: ED10 (LF25 TKN), ED11 (LF25 TJO), ED13 (LF25 TJV), ED15 (LF25 TJY), ED21 (LF25 TKO), ED35 (LF25 TKT), ED36 (LF25 TKJ), ED37 (LF25 TTK) and ED46 (LF25 TLO).

From 31st August the MFTO daytime headway of 480 is reduced to 12min, and that of 190 to 30min.

From 1st June the peak vehicle requirement is 25 SD and 7 midibus, total 32. A reduction to 30 (breakdown not known) is shown for August, presumably embracing the changes above.

Due to anti-social behaviour on 11th and 14th July, 482 served Wilberforce Way then diverted via Mungo Park Road, Livingstone Road, Valley Drive and Old Road East on Gravesend-bound journeys.

Essential roadworks by Bromley Council in St Mary Cray on 16th July meant 477 diverted via Mill Brook Road, Leasons Hill, Sevenoaks Way and Cray Avenue.

Due to youths throwing objects and obstructing buses in Singlewell on the evening of 17th July, 490 terminated at Kings Farm, Stanley Crescent and started from Singlewell, Ifield Way.

Pelham Road was closed for Southern Water roadworks from 28th July to 6th August. 483 diverted via Darnley Road and Old Road West, and 481 terminated/started at Gravesend bus hub, not serving the Pelham Road loop.

Old Road East was closed from 0800 on 9th to 0700 on 10th August for roadworks. 490 diverted via Parrock Street and Old Road East.

## ARRIVA MEDWAY TOWNS

**SUBSEQUENT DISPOSALS** : C89 NNV (ZDT89) – Telling, Chobham, Surrey (preservation); last noted 3/08.

P226 LKK *now 97-C-24602* (1226) – Heney, Cashel, Co. Tipperary, Republic of Ireland; gone by 3/25.

Latest reports for disposal vehicles : 1/24 – L562 YCU (5562).

## ARRIVA KENT & SUSSEX

**SUBSEQUENT DISPOSALS** : YSU 897 (2174) – M. Harris (361), Shipston-on-Stour, Warwickshire (stock car transporter); last noted 9/07, no longer extant.

FKM 713L (P10) – Unidentified, Maidstone area, Kent (preservation) 6/25 ex unidentified, Essex (preservation). The identities of both owners are known but confidentiality has been requested.

BKE 846T *now WPR 3A* (5846) – Muzeum Motoryzacji, Otrębusy, Poland; last noted 4/08, no longer listed on the museum website, presumed gone.

FKM 878V *now BL-FR-77* (5878) – Verbeek, Wijk en Aalburg, Netherlands 3/23 ex Vos, Ter Apel, Netherlands.

G74 PKR *now 006-95 IB* (1074) – Unidentified, Ivano-Frankivsk, Ukraine; last noted 12/12. L212 YCU (T212) – Judd, Manea, Cambridgeshire (preservation) by 9/18 ex White, Snodland, Kent (preservation); change of entity to Judd & Walker, Manea, Cambridgeshire (preservation) by 4/22.

M925 PKN (5925) – Shred & Button, Cobham, Surrey (npsv) 3/21 ex JB Ski, Chertsey, Surrey; combined with P611 CAY as described previously; Grant, Cadwell, Lincolnshire (npsv) 2/23 (amplified and corrected details).

Latest reports for disposal vehicles : 7/23 – M925 PKN (5925); 1/24 – L564 YCU (5564); 8/25 – L766 DPE (3107).

## MAIDSTONE & DISTRICT

**SUBSEQUENT DISPOSALS** : DY 5458 (46) – NTA (1963) Ltd., Lowestoft, Suffolk (preservation). There has been ongoing discussion in some quarters about the true identity of this vehicle, some commentators overlooking that it was re-numbered from 45 during 1947 in connection with the arrival of new Sunbeam trolleybuses and therefore confusing it with DY 5459, the original 46, which has its own complex post-Hastings history. As far as we are aware, the recorded identity is correct.

DKT 11 (C553) – G. Lawson, Baildon, West Yorkshire (preservation); change of address to Keighley, West Yorkshire c2/23.

583 RKJ *now 9022* (5583) – Last recorded with Bus and Truck Museum, Tempe, Sydney, Australia (preservation) 2/01; whilst still listed on the museum website, pictures seem to show a lowbridge vehicle, so the original has perhaps been disposed and the registration now relates to a different vehicle.

BKT 821C (3706) – S6 Preservation Group, Tunbridge Wells, Kent (preservation) 7/25 ex A. Broyden, Smarden, Kent (preservation).

VKN 623J *now MO 7138* (4623) – Deanes Coaches (South), unknown location, Australia 8/88 ex Woronora Bus Service, Menai, New South Wales, Australia, adopting the Southrans name and fleet number 30; re-registered MO 460, 7/95; Connex NSW, unknown location, (presumed) New South Wales, Australia at unknown date; de-registered by 3/03; Parker Holdings, Oakville, New South Wales, Australia (dealer) at unknown date for component recovery; presumed gone.

FKM 708/19L (5708/19) – Unidentified, Maidstone area, Kent (preservation) 6/25 ex unidentified, Essex (preservation). The identities of both owners are known but confidentiality has been requested.

GKE 474L (3474) – Woronora Bus Service, Menai, New South Wales, Australia; last reported 5/91, no current record, presumed gone.

C454 GKE (5454) – Mid Kent Bus Preservation Group, Maidstone, Kent (preservation) 3/24 ex C. Martin, Watford, Hertfordshire (preservation).

C53 HDT (1053) – P. Emery, Chase Terrace, Staffordshire (preservation) 2/21 ex unidentified (preservation); unidentified (preservation) 10/21. Previous report with South Yorkshire Transport Trust, Rotherham, South Yorkshire (preservation) 3/21 should be ignored; it was simply kept on their premises by Emery, and probably the surrounding unidentified owners.

Latest reports for disposal vehicles : 5/23 – YKR 224 (3224), 894 FUF (P31), 28 TKR (4028); 9/23 – 25 TKR (4025); 10/23 – KPJ 264W (5737); 2/24 – YKT 959B (P32), AKM 425K (3425); 1/25 – N590 GBW (2590); 2/25 – PKE 810M (5810); 7/25 – BKE 847T

(5847); 8/25 – KO 7311 (461), LKT 991 (S43), VKR 39 (6739), VKR 470 (5478), 381 BKM (4381), 390 DKK (3360), 26 YKO (P26).

## NEW ENTERPRISE

**SUBSEQUENT DISPOSALS** : FKM 266V *now* 819 YLF (7056) – Big Bus Tours, Miami, Florida, United States of America (MB69); withdrawn -/13; stripped and scrapped by 11/13.

YKP 975X *now* XGS 771X (7032) – Osbourne, Irlam, Greater Manchester (preservation) by 12/14 ex A. Penfold-Ivany, St Helens, Greater Manchester (preservation).

R910 BKO *now* YIL 3191 (2910) – Richards, Cardigan, Cardiganshire; reinstated 9/13; still current 5/23, when allocated to Fishguard.

Latest reports for disposal vehicles : None.



## STAGECOACH SOUTH EAST (EAST KENT)

**VEHICLES IN** : Full seating details remain required please for 37147.

10584 is confirmed to have unladen weight 11380kg.

**VEHICLE MODIFIED** : 34773, earmarked as a charitable donation, had been modified to B21F by 19th July, all seats in the forward section having been removed. We understand that this is to accommodate wheelchairs.

**ALLOCATIONS** : The following official moves have taken place :

15451	DO-RES	13.7.25	19244	RES-TH	16.7.25
15495	RES-RESw	26.7.25	19253	RES-TH	30.6.25
15496	RES-DO	22.7.25	27920	HS-RES	27.7.25
19019	TH-THw	27.6.25	36502	RES-HS	26.7.25
19049	TH-THw	23.5.25			

Of previous moves, 36877 (TH) entered use on 21st July and 37147 (A) re-entered use on 22nd July.

27582 (TH) has still not arrived from HS, where it was last used on 30th April (last reported parked on 9th July). Other vehicles on formal strength but out of use for at least two months are 15481 (last used at A on 30th April), 15484 (last used at HS on 28th May – see General notes), 15546 (last used at EB on 12th May). 15436 (EB) has been mis-tracking as a duplicate 19654 since 19th June, and 19258 (EB) is not tracking at all, though in regular use.

19056/8 (TH) have not been used since 18th and 28th July respectively, although remaining on official strength for the moment. 19005 (TH) is therefore the last example of that batch in use. 15085 (HB) continues as the last Scania OmniCity in use. 34442, the last Pointer-bodied SLF, was taken out of service after working the 48 on 25th July. 47684 (HS) remains the last first-generation Solo in service (47681 at EB is only used as a crew ferry).

**Loans**. 27573 (EB) remained at HS on 11th August but was back home the following day. 10725 (HB) was last used at DO on 18th July, returning to HB by 22nd July (not there on 20th). 36864 (HB) was used at DO from 24th to 26th July.

Loans to EB to support the Airbourne service (see page 25/226) were 10585 (A) from 14th August, returning home by 18th, 11547 (HS) from 14th August, returning home in service on the 99 on 17th, 11605 (DO) from 14th August, returning home on 17th, 15331 (TH) from 13th August, returning home by 18th, and 15337 (HB) from 13th August, returning home by 17th.

10701 (HB) has been in use at A and 10702 (HB) at HS since 4th August. 27922 has moved from TH to EB, entering use there on 12th August. It is believed these are all formal transfers; we hope to have confirmation next month.

**Reserve fleet**. 11544 remained in use at HS on 6th August.

11814 returned to use at HB on 14th, 17th and 20th July (see Around the Areas), otherwise in store there, still on 9th August.

11815 remained in store at HB on 2nd August but was away for repaint on 9th August.

11817 remained in store at HB on 26th July, then re-entered use on 1st August.

11818 remained in store at HB on 2nd August, then re-entered use on 4th August.

15101 was used on the 69 at TH from 19th to 23rd July (tracking incorrectly as 10723 on its first day), then from 27th July to 2nd August and on 10th, 16th, 17th and 18th August, covering absences of 17528/9 and 19135/6 as required, otherwise in store at TH.

15103 remained in store at TH on 27th July, entered use briefly on the 69 on 1st August (issuing tickets, but not tracking, as 700005), then again for periods on 13th and 15th August (now tracking as itself), otherwise in store at TH.

15451 is assumed in store at DO.

15476 remained in store at A on 7th August.

15494 remained in store at A on 1st August, then entered use at HS on 11th August.

15549 had moved in store to EB by 29th July, still on 17th August, reportedly being cannibalised.

15919 remained in store at HB on 9th August.

17528 has remained in general use on the 69 at TH.

17529 returned to general use on the 69 at TH from 19th July.

19135/6 entered general use on the 69 at TH on 24th July (tracking incorrectly as 19019/53 respectively on their first day).

19248 remained in store at HB on 9th August.

19249 remained in store at TH on 10th August.

19251 remained in store at HB on 9th August.

19252 remained in store at HB on 9th August.

19260 entered use at EB on 31st July, though not tracking under its own identity until 6th August.

27572 remained in use at HS until 15th August, was then at EB on 16th and 17th, and back at HS on 18th.

27920 was last used at HS on 27th July, then undergoing repaint at EB on 11th August.

27921 remained in use at EB until 11th August, then moved to TH on 12th August.

28607 returned to use at EB on 14th July, still on 18th August.

28734 was out of use at EB from 17th June until re-entering service on 12th August.

28739 remained in use at HS on 6th August.

36122 was confirmed in store at EB on 29th July, still on 11th August.

36489 moved to TH on 14th July, entering use there on 16th July, apparently as a repaint float.

36502 remained in use at HS throughout its period in reserve.

47119 remains last reported in store at HS on 9th July.

48031 remained in store at A on 1st August, then on 12th August tracked at EB on Loop. A report says it is there to provide a shuttle service during road works.

**Withdrawn fleet.** 15112 remained stored at HB for component recovery on 9th August.

15335 remained stored at EB on 16th August.

15495 remained stored at DO on 28th July.

34442 was last used at TH on 25th July, then stored, still on 10th August.

34648 was last used at TH on 9th July, then stored, still on 10th August.

34652 moved, still stored, to DO on 23rd July before disposal as below.

34773 moved, still stored, to HB by 19th July before disposal as below.

35256 was last used at TH on 21st July, then stored, still on 10th August.

**LIVERY** : 11817♦, 26235, 26236, 28734\*, 36857 and 36876 received new livery during July, 26237, 27920\*, 36122\* and 36894 in August. 11815♦, 26238 and 27922\* follow. All were done at Ashford except ♦ at commercial premises, \* at Eastbourne.

**Route branding.** 17528, 19135 and 19136 received Discover Thanet branding by 18th July. Contrary to what is stated on bustimes.org, 15101/3 did not (an attempt by your Managing Editor to correct those entries has been rejected by the managers of the site). 17529 remains in 2020 local bus livery without branding.

26235, 26236 and 26237 lost their Loop branding at repaint. 11817 and 11818 lost Park & Ride livery at repaint.

48212/3 received Park & Ride vinyls by 19th July, apparently after close of service the previous day, when they were definitely running without.

**VEHICLES OUT** : Of previous sales to Ensign, 15089/90, 19016/21/4/5/51 had been collected by 26th July.

15074 was still at HS on 29th July.

15075/8/81/92 were still at HB on 9th August.

19023/30 were still at TH on 10th August.

19026 remains last reported at EB on 12th July.

47174 remains last reported at EB on 5th June.

All of those are shown remaining on Company premises on the official allocation list of 26th July.

Further sales to Ensign are 15049/83/7, 15113/23, 15269, 19019/27/48/9/53/9, 34438/83, 34647, 34730/1/92, 34845/6, 47173, 47664/77. 15269 and 34483 were collected on 25th July, 34792 on 9th July, 15113/23, 34730/1, 34845 by 26th July. Of the others :

15049 is officially listed as taken by 26th July but was still at EB on 17th August.

15083/7 were still at HB on 9th August.

19019/48/53 were still at TH on 10th August. However, 19053 was towed away on 18th August, though not necessarily collected.

19027, 19049 were still at EB on 17th August.

19059, 34647 remain last reported at EB on 12th July.

34438 remains last reported at EB on 21st May.

34846 was still at TH on 3rd August but had gone by 10th August, though the report suggests it has moved elsewhere within the company rather than having been collected.

47173, 47677 were still at A on 7th August.

47664 was still at HS on 29th July.

All of those are shown remaining on Company premises on the official allocation list of 26th July.

None of these two batches of sales have been advertised by Ensign, nor have any emerged with new users. It is surmised that most, if not all, are passing to further owners for scrap, but no details are known or reported.

34773 passed to a school in Whitstable by 26th July, having been last seen at HB on 19th July. Can anyone identify the school, please? The vehicle having been converted for special needs purposes might narrow the field of search.

34652 was taken by JV Recycling, Horndon-on-the-Hill, Essex (UK Bus Spares) (dealer) on 1st August, having been released from long-term impoundment by the police after the fatal accident at Folkestone Bus Station in August 2022.

**GENERAL** : The Aesys front destination displays of 19135/6, fitted whilst with East London, are capable of showing coloured backgrounds. Whilst the display appears white on black to the naked eye, photographs often capture the colours as they refresh in split seconds. The nearside displays, showing destination and route number, are non-LED, and there are non-LED route numbers on the rear.

It looks as if the cab refurbishment programme at Herne Bay for Hastings Enviro200s from the "Arrows" batch has resumed. 36501 was at Herne Bay on 9th August.

It is reported that the engine of 15484 has been transferred to 15494. This means that 15494 is now running with a 270 rather than a 230 engine. It remains to be seen what happens to 15484.

27922 was involved in a tragic accident at the QEQM Hospital, Margate on the afternoon of 7th August whilst working the Thanet Loop. It has since been moved to Eastbourne depot.

**SERVICE VEHICLES** : Unladen weight and adaptable seating details of 19794 remain needed please. It was noted at Truck Door Windows, Dartford in mid-July, presumably undergoing conversion for its role as a driver training vehicle, and has not yet reached here.

Full seating details of 15100 and 36312 remain required please, although probably conforming to others of those batches.

**Dotto trains** : 97750 (with 97701-3) remained in seasonal use at EB on 7th August. 97752 (with 97707-9) remains last reported on 29th June. See "Around the Areas" notes.

**SUBSEQUENT DISPOSALS** : JG 2835 – Kemp, Woodcote, Oxfordshire -/38 ex Dawson, London, SW9 (dealer); gone -/45. Another of the batch, unidentified, was also with Kemp from c1938 to c1941. JG 2832/40 are the only ones not traced onward from Dawson.

CFN/CJG xxx – A report from a non-member suggests that one of the full-front Dennis Lancel rebuilds was in the playground of a primary school in Belhus, Essex, in the mid to late 1960s. We can find no record which ties in with this; can anyone provide any further information please?

CFN 121 – Further to page 25/224, it appears that R. Hawdon, Snitterby, Lincolnshire (preservation) still owns this vehicle, using the authorisation of Vintage Vehicle Hire for any commercial use. The gov.uk website shows the current V5C as issued in 2/17, which ties in closely enough with previous record of Hawdon acquiring it by 12/16 from K. Thompson, Retford, Nottinghamshire (preservation). He works for Hornsby Travel Services, which may explain why one of their expired discs is displayed, presumably just for show purposes. The unattributable PB043810 disc mentioned last month is a mis-report as authorisations have seven, not six, numbers. Adding to all of this, the licensed address of Vintage Vehicle Hire moved to Crookes, South Yorkshire by 1/25.

CFN154, EFN 568 – Troopers Lodge, Bourton-on-the-Hill, Gloucestershire (preservation) 7/25 ex N. Hamshere, Guildford, Surrey (preservation).

FFN 378 – LiNiE7, Cologne, Germany by 12/13 as additional seating outside their bar and available for event hire; for sale 3/21 and 12/22; Carrosserie Lafay, St Doulchard, France by 6/23, with intention to restore, but since advertised for sale because of lack of time to fulfil the project. Research continues on the earlier history of this vehicle.

FFN 451 – Troopers Lodge, Bourton-on-the-Hill, Gloucestershire (preservation) 7/25 ex Zero 2 Bus Museum, Great Yeldham, Essex (preservation).

6783 FN *now* 938 WZJ (7783) – E. O'Neill, Dublin, Co. Dublin, Republic of Ireland (Ideas in Motion) (preservation); the company was dissolved in 2011 and there has been no trace of the vehicle since, so presumed gone.

6791 FN (7791) – Buitenavontur De Weide Wereld, Reimst, Belgium by 12/23 ex Vakantiepark Brugse Heide, Valkenswaard, Netherlands, having been advertised for sale by an intermediary in Maastricht, Netherlands 4/23.

6795 FN *now* AAB 935A (7795) – Last reported for sale from an unidentified owner in Herefordshire as a mobile home; untaxed since 5/12, so presumed gone.

GJG 738D (7738) – P. Evans, Margate, Kent (preservation) 7/22, having been advertised for sale from a London address and auctioned in Ashford. It had appeared at the SEBF in 2018, believed entered by South East Coachworks, Faversham, by whom it had been converted to a “coffee bus” 10/16 and retained in default of payment by its then owner. Current 7/25 at a private residence in Margate, still very much as at its SEBF appearance. Only three original seats remain, the rest being a shell, and some lower-deck nearside windows have been replaced by cream-painted metal flaps, enabling refreshments to be sold from the bus. It still has an AV691 engine. The gov.uk website shows the vehicle as untaxed since 1/20, and the last V5C as issued in 12/15.

RVB 975S (7975), TFN 986T (7986) – British Bus, Spring Valley, California, United States of America; broken for spares c2/09.

AYJ 97T (197) – Aslett, Goring, Oxfordshire (preservation) by 4/23 ex Nash, Ockley, Surrey (dealer).

TFN 988T *now* 653 MRS (7988) – Keesecker, Sarasota, Florida, United States of America c11/08 ex Goldberg, Baton Rouge, Louisiana, United States of America; de-seated from O43/27F (plus offside entrance) with a kitchen/servery downstairs; withdrawn 6/14, still extant 9/18 as reported previously.

XJJ 661V (7661) – Hoare, Chepstow, Monmouthshire (Chepstow Classic Bus) 6/18 ex Vinson, Faversham, Kent (npsv) with substantial roof damage; not used since.

XJJ 663V (7663) – Chaston, Margate, Kent (preservation) c6/21 ex S. Crowther, Orpington, Greater London (preservation).

XJJ 668V (7668) – Bus 38, Addis Abbaba, Ethiopia 11/08 ex S. Blackmore, Weymouth, Devon (npsv).

A203 TAR *now* A590 JGU (8203) – Plumley, Acomb, Northumberland (preservation); change of address to Humshaugh, Northumberland by 10/23.

F764 EKM *now* SUI 7653 (7764) – Unidentified, Spalding, Lincolnshire (preservation); re-registered F764 EKM, 5/17.

K824 TKP (14824) – Charrassier, Montalivet-les-Bains, France as a holiday home by 6/18 ex YMS, Canterbury, Kent via Besin, Bassassuary, France (dealer), who probably obtained it in 4/17.

S381 DFC (42381) – Please delete previous report in Poland. This was a mis-identification of S382 DFC (42382), which itself has been reported correctly. Therefore presumed gone, last known with Erith Commercials, Dartford, Kent (dealer).

GU52 WTD (53006) – Auty & Mobbs, Knuston, Northamptonshire (Diamond Coaches); business closed during spring 2020; vehicle last recorded as SORN 5/23, since scrapped.

VU03 VVY (53014) – Bryan Hirst Recycling, Bullington, Hampshire (dealer) 5/23 for scrap ex Go South Coast, Poole, Dorset (7099).

GX06 DZC (27521) – Ribble, Gilmoos, Merseyside (27521); allocated to reserve fleet 11/23.

FJ56 OBY (59211) – Procter, Leeming Bar, North Yorkshire 7/23 ex Atlantic, Bolton, Greater Manchester; not used; Abbott, Leeming, North Yorkshire 9/23; Drew Wilson, Carluke, South Lanarkshire (dealer) by 1/24.

FJ56 OBZ *now* PYV 277 (59212) – GW Facilities, Thamesmead, Greater London (Lewis Coaches/Knights/Ebdons/Explore/LS Travel of London); re-registered L555 SGB, 8/23, then FJ56 OBZ, 8/23; De Luxe, Stanton, Derbyshire (dealer) 8/23; Shelton Motors, Ramsey, Cambridgeshire (dealer) 11/24.

FJ56 OCC (59215) – REL Davian, Edmonton, Greater London; change of address to Rayleigh, Essex 11/23; M&N Coaches, Neasden, Greater London 12/23; changes of address to Brixton, Greater London 3/24, then Streatham, Greater London 9/24.

FJ56 PEO *now* 686 CXV (59202) – Transport for School, Belvedere, Greater London 4/23 ex GW Facilities, Thamesmead, Greater London (Lewis Coaches/Knights/Ebdons/Explore/LS Travel of London); gone 4/23; re-registered FJ56 PEO, 10/23, by unidentified new owner.

PX07 HAU (47478) – Cheltenham & Gloucester, Gloucester, Gloucestershire (47478); gone 6/22. This supersedes a previous report (but not physical sighting) of 12/22.

KX08 HMF (“E08”) – Galleon 2009, Great Hallingbury, Essex (1410); change of address to Loughborough, Leicestershire by 11/23, then combined with Vectare, Rettendon, Essex; re-numbered 919, 12/23; Panther, Parkestone, Essex 1/24; Avondale Coaches, Clydebank, West Dunbartonshire 7/24.

GN58 PXR (47688) – Lincolnshire, Lincoln, Lincolnshire (47688) 11/24 ex Cheltenham & Gloucester, Gloucester, Gloucestershire (47688); allocated to Skegness 12/24.

AE10 JSZ (53706) – Highland Country, Inverness, Highland (53706); re-allocated to Inverness 10/22, to Thurso 1/23 and to reserve fleet 7/23; gone 7/24.

AE10 JTO *now* IIB 6015 (53707) – Fife Scottish, Dunfermline, Fife (53707); re-registered AE10 JTO, 10/23; Stagecoach Devon, Exeter, Devon (53707) 11/23; allocated to Plymouth 4/24.

OU10 GYH (53701) – Stagecoach Devon, Exeter, Devon (53701) 3/24 ex Fife Scottish, Dunfermline, Fife (53701), allocated to Plymouth; re-allocated to reserve fleet 1/25.

OU10 GYJ (53702) – Bluebird Buses, Aberdeen (53702) 8/24, allocated to Thurso, ex Highland Country, Inverness, Highland (53702).

OU10 GYK (53703) – Bluebird Buses, Aberdeen (53703) 4/24, allocated to Elgin, ex Highland Country, Inverness, Highland (53703); Highland Country, Inverness, Highland 6/24, allocated to Thurso; Bluebird Buses, Aberdeen, Highland (53703) 8/24, allocated to Thurso.

OU10 GYN (53704) – Moffat & Williamson, St Fort, Fife 1/23 ex Highland Country, Inverness, Highland (53704); modified to C70FL, 2/24.

OU19 GYO (53705) – Smith, Patna, East Ayrshire 8/23 (not used) ex Highland Country, Inverness, Highland (53705); Fishers Tours, Dundee 5/24; re-registered LRZ 5963, 8/24; withdrawn 5/25 on cessation of operations, believed passed to a finance company.

YN60 ACU (53716) – Bluebird Buses, Aberdeen (53716) 8/24, allocated to reserve fleet, ex Highland Country, Inverness, Highland (53716).

BP16 UWV (44007) – Stagecoach (North West), Carlisle, Cumbria (44007); repainted into Lakes livery 3/25; re-allocated to Lillyhall 5/25.

BV66 GRU (44003) – Ribble, Gilmoos, Merseyside (44003); re-allocated to Chester 11/23.

BV66 GRX (44004) – Ribble, Gilmoos, Merseyside (44004); re-allocated to Chester 8/23.

BV66 GSU (44009) – Red & White, Cwmbran, Torfaen (44009) 4/24, allocated to Porth, ex Stagecoach (North West), Carlisle, Cumbria (44009).

BV66 GSY (44010) – Stagecoach Devon, Exeter, Devon (44010); re-allocated to reserve fleet 6/25.

BV66 GSZ (44011) – Ribble, Gilmoos, Merseyside (44011); re-allocated to reserve fleet 8/23.

BV66 GUE (44019) – Ribble, Gilmoos, Merseyside (44019); allocated to Gilmoos 8/23.

BV66 GUH/O (44022/5) – The reported transfer of these vehicles to Ribble, Gilmoos, Merseyside (page 23/201) was incorrect; they remain with Red & White, Cwmbran, Torfaen (44022/5), BV66 GUH allocated to Porth in 10/23 and BV66 GUO to Aberdare in 4/24.

BV66 GUU (44026) – Ribble, Gilmoos, Merseyside (44026); allocated to Chester by 11/23.

BV66 GUW (44027) – Lincolnshire, Lincoln, Lincolnshire (44027); re-allocated to reserve fleet 2/25.

Latest reports for disposal vehicles : 5/23 – 521 FN *now DSL 856* (8521); 11/23 – BV66 GUE-G/K (44019-21/4); 12/24 – R908 XFC (20008); 1/25 – CFN 121, OU10 GYJ/K (53702/3), YN60 ACU (53716); 2/25 – BV66 GTF/Y (44012/4), BV66 GUX, BV66 GVA/C (44028-30); 7/25 – FFN 382 (P153), MFN 898, PFN 874 (7874), YJG 807, AFN 780B (7780), OFN 709F (1709), VJG 187J (1187), EFN 178L (1178), MFN 41R (7041), RVB 977S (0977), TFN 980T (7980), SKL 681X (7681); 8/25 – AHC 411 (39911), CFN 154, EFN 568, FFN 399, FFN 451, KFN 220, RFN 953G (7953).

**ROUTE CHANGES** : Further to the altered terminal arrangements of 99 in Eastbourne from **1st June**, Colin Jones (from Medway) reports that Terminus Road remains accessible to buses in a south-easterly direction, although now bereft of bus stops. The official timetable gives the arrival point as Gildredge Road, with departure from Cornfield Road. ESCC show the route between Pier and Memorial roundabout as now via Grand Parade and Devonshire Place. Layovers seem to vary between Gildredge Road and Cornfield Road.

Correcting page 25/225, the route of 69 from **19th July** between Canterbury Road (Margate) and the Royal Esplanade at Westbrook is via Westbrook Gardens, Rancorn Road and Westcliff Gardens in both directions. Journeys from Cliffsend turn via Mount Green Avenue and Meverall Avenue, then serve Sandwich Road, Canterbury Road East, London Road and Grange Road before double-running along Royal Esplanade to serve the Boating Pool; those towards Cliffsend run from the Boating Pool to London Road via St Mildred's Road as previously published. In addition, because of concerns about overhanging trees, the route between St Peter's and Friends Corner was revised at a late stage to run via Beacon Road, Convent Road and George Hill Road. Amplifying comment last month, passengers returning directly at Minnis Bay are allowed to stay on the bus. It is also worth noting that there is no stop at Margate Harbour. The service is now marketed as "Discover Thanet" without reference to its route number, though that is still displayed on destination screens.

With schools finishing their summer terms at various different dates, we understand that MFTO schedules remained in force until **25th July** with local adjustments as required.

From **28th August** new schoolday service 925 replaces Ham's 295 following KCC tendering. This runs from Cranbrook *War Memorial* (0738) via Cranbrook centre, Sissinghurst, Wilsley Pound, Hartley, Gills Green, Hawkhurst, Sandhurst, Iden Green, Benenden and Rolvenden to Tenterden *Homewood School*, returning at 1545MTThF (for some reason Sandhurst is not timed). The Wednesday return trip is not yet posted; Ham ran it at 1430 as far as Sissinghurst, but we await confirmation of the Stagecoach version. We understand that the route will be worked by Hastings depot.

From **1st September** schoolday 964 and 965 are re-timed because of revised school hours. Details are awaited.

Major changes to the Eastbourne network have been announced for **21st September** :

- 1/1A Revised timetable with additional running time, daily.
- 1B Withdrawn from Roebuck Park (replaced by 52), terminating at Hailsham via a one-way loop from *Tesco* via London Road to Anglesey Avenue, returning via Hempstead Lane and London Road to High Street, daily.
- 3/A Revised timetable including additional running time on 3, daily.
- 4 1627 from Cornfield Road re-timed to 1637, Mon-Sat.
- 5/A/B Revised timetable, reflecting current levels of demand, Mon-Sat (5 and 5A)/daily (5B). Mon-Sat daytime headway of 5/A widened to 70min each (30/40min combined), and the Sunday service on 5B finishes an hour earlier.
- 6/A Revised timetable, providing a more even level of service for Dittons Wood in conjunction with 52, daily (6)/Mon-Fri (6A).
- 7 Revised to operate every 30min Mon-Sat daytime between town centre and Birch Road via Pier and Sovereign Centre, subsuming the existing crew ferry working. Inward journeys start from Hampden Park during the Mon-Sat morning peak.
- 8 Evening journeys re-timed, Mon-Sat.
- 51 Revised timetable with additional running time, daily; main Mon-Sat daytime headway generally widened to 75min. All journeys will serve Rotherfield and Farmlands Way.
- 52 Extended from Hailsham via Hawks Road to Roebuck Park, Mon-Sat, and introduced during the daytime on Sundays, when evening buses will also serve Anglesey Avenue. Schoolday journeys serving Hailsham Community College introduced to replace 54B (morning) and 1B (afternoon).
- 53 Revised timetable, and introduced on Sundays to replace 53A.
- 53A Withdrawn, Sundays (replaced by 53).
- 54 Withdrawn, Mon-Sat (replaced by Brighton & Hove).
- 54A Withdrawn, daily (replaced by Brighton & Hove 54).
- 54B Withdrawn, Mon-Fri (replaced by 52 and Brighton & Hove 54).
- 59 Afternoon journey from Ratton School re-timed to 1510, schooldays.
- 251 Minor timetable changes, schooldays.
- LOOP Re-branded as "Link", because of technical issues over duplication of identity with Thanet Loop; minor timetable changes, daily. Late evening journeys will no longer divert to serve Shinewater or Old Town.

The Company attribute much of these revisions to prevailing levels of traffic congestion, from which lost mileage is three times greater at Eastbourne than in any other area of their operation, so as to improve the reliability of the network. 1B and 52 will generally interwork on Mon-Sat, providing a direct link between Stone Cross and the District General Hospital, and an extra vehicle will be introduced on 1/A to overcome late-running.

This is also the planned date for the closure of Folkestone Bus Station. Six temporary departure stops will come into effect from Bouverie Road West *Sainsbury's* (F1) eastwards along the southern side of Middelburg Square to Guildhall Street (F6). 10, 10A and 74 (to Broadmead) will use F1 and F6; 71/A will use F2, diverting via Bouverie Road West and Castle Hill Avenue towards Central Station instead of Cheriton Gardens and Shorncliffe Road; 74 (to Downs Road), 91/A, 102/3 (to Marine Parade), 104 (to Dover) and 105 will use F3; 16, 17 and 73 will use F4; 19, 102/3/4 (towards Hythe) and 972 will use F5. The outbound bus lane and stop in Shellons Street will be suspended. It is not clear at this stage whether inward buses from Sandgate Road via Bouverie Place will be revised, where terminating buses from that direction will set down, or where longer daytime layovers will be taken.

**Park & Ride.** The revised timetable of P1 from **3rd August** provides earlier and later journeys on Mon-Sat. Buses now leave Sturry Road at 0710 x15min to 1855.1915 and St George's Lane at 0725 x15min to 1840.1900.1920. The Sunday timetable is unchanged.

**Special services.** No specific information has been received about this year's Airbourne Park & Ride operation at Eastbourne.

**Temporary diversions.** This section is compiled by David Morgan, to whom reports may be sent directly on [ekdiversions@btinternet.com](mailto:ekdiversions@btinternet.com).

#### **Ashford area**

Carriageway repairs closed Brook Street, Woodchurch on **18th July**. 2A was diverted between Woodchurch *Front Road* and Tenterden via Lower Road, The Green, Bethersden Road, Oakhurst Corner and A28.

Woodchurch Road, Shadoxhurst was closed on **23rd July** for carriageway repairs. 2A was diverted between Great Engeham and Asda via Bethersden Road, Oakhurst Corner, A28, Brookfield Road, Beaver Lane, Beaver Road and Norman Road.

Gas main replacement work closed Godinton Road from **26th to 31st July**. 507 and 666 diverted between Elwick Road and Templar Way/Waitrose via West Street, New Street, Maidstone Road and Templar Way.

Repairs to a water pipe closed Front Road, Woodchurch from **28th to 30th July**. 2A was diverted via Lower Road and The Green.

Appledore Road, Kenardington was closed on **28th and 29th July** for carriageway improvement work. 511B operated direct via the A2070 between Hamstreet and Brenzett.

Charing High Street was closed to repair a water pipe from **29th July to 2nd August**. 510 could not serve the village and remained on the A20.

Gas supply work closed Upper Bridge Street, Wye from **31st July to 6th August**. 514 operated from Churchfield Way to Bridge Street via Church Street.

Alfred Road, Newtown was closed on **4th August** for carriageway repairs. 507 operated via Newtown Road.

Water pipe repairs closed Cherry Orchard Lane, Aldington from **7th to 9th August**. All 525 journeys operated to Eason's Corner, where they turned and returned to Ashford via Aldington.

Appledore Road, Kenardington was closed from **11th to 15th August** for work by South East Water and UKPN. 511B was diverted between Appledore and Kenardington via Woodchurch Road, Bench Hill, Appledore Road and B2067.

Imperial Way, Singleton was closed on **11th and 12th August** for carriageway repairs. 501 operated to/from Bradbridge Green turning at the roundabout.

Carriageway repairs closed Plurendon Road, Woodchurch on **13th August**. 2A was diverted between Bethersden Road and Shadoxhurst Road via Redbrook Street.

#### **Canterbury area**

St George's Lane was closed on **21st July** with an expected re-opening date of **1st September** between the entrance and exit of the bus station. Park & Ride services were revised to use specific stands within the bus station (P1 at C5, P2 at D2, P3 at D5), in practice they are using any which are available at the northern end (perhaps because those are nearest to the usual Fenwick's stops). This has often caused impromptu displacements of other services to different stands with little or no notice to intending passengers.

A sinkhole appeared at the West Gate bus stop closing St Dunstan's Street from **21st to 31st July**. Buses were diverted between St Dunstan's Street and St Stephen's Road via Station Road West.

Road marking work closed the A28 between Sturry and St Nicholas roundabout on **31st July and 1st August** from 2100 each evening. 8/X were diverted via A291, Eddington Interchange and A299.

Wingham Road (A257), Bramling was closed for water main repair work from **11th to 15th August** between 0700 and 1900 each day. 43 operated between Wingham and Canterbury via Adisham Road, Barham Crossroads and A2.

#### **Deal area**

Deal Pride closed the seafront until midday on **12th July**. 12 and 81 terminated at/commenced from the fire station with 12 operating between there and Walmer via the 81 route, Salisbury Road and Dover Road. The same arrangements applied on **31st July** when the town's carnival closed seafront roads from 1800 except that 12 also diverted via the 81 route between Walmer *Dover Road* and St Richard's Road.

Carriageway improvement work closed the High Street on **15th July**. 84 operated from the pier to Sandown via Beach Street, The Marina and Godwyn Road.

West Street was closed from **17th to 21st July** for repairs by SGN to a gas main. 84 was diverted from Golf Road to Queen Street via Western Road, Albert Road and London Road.

Further to page 25/229, the closure of the London Road/Manor Road/Rectory Road, Upper Deal junction commenced on the **23rd July**. Until **26th July** 81 operated between Deal and Sandwich via the diverted route to Betteshanger *Circular Road* and then the normal route to/from Sandwich. 82/A and 85 operated their diverted routes; tracking shows that some journeys were lost on 84 and 85 (84 being interworked with 85) because of the extra running time needed. Then from **27th July** 81 has operated the diverted route throughout, with 81E providing the scheduled shuttle, and revised timetables are in force on 82/A, 84 (reduced to four round trips) and 85 (reduced to three round trips). Publicity advertises a 30min service on 81E, but we confirm that it is just hourly, as shown last month.

Work by Southern Water closed The Street, Ash from **28th to 31st July**. 43 omitted the village and operated via the by-pass.

Gore Lane, Eastry was closed from **11th to 15th August** for water work. 81E diverted from the Five Bells to Poison Cross via Lower Street, A256 roundabout, Lower Street, High Street, Sandwich Road and Statenborough Lane.

#### **Dover area**

Carriageway repairs closed East Langdon Road, Martin on **10th July**. Further repairs closed Station Road, Martin Mill on **11th July**. During both closures 93 could not serve Martin and operated between East Langdon and Martin Mill *Station* via East Langdon Road and Hollands Hill.

Fibre work by Openreach closed St Radigund's Road from **11th to 14th July**. 64 and 67 operated between Lewisham Road and Poulton Close roundabout via Crabble Road, Crabble Hill, Buckland Bridge, Buckland Avenue, Cherry Tree Avenue (return via London Road) and Coombe Valley Road.

The first full weekend of the school holidays (**26th/27th July**) caused congestion and delays in Dover as the port dealt with the great summer get-away. However the next weekend (**2nd/3rd August**) was more problematical, despite lorries being kept out of town by Operation Brock on the M20 and TAP on the A20, cars and coaches had found alternative routes into Dover blocking roads in the town. On the **2nd** buses had difficulty serving Pencester Road and Market Square with Ladywell being used as a town centre stop. 65 returned from Aycliffe via Military Road; 81 departed for Deal from Ladywell via High Street, Bridge Street, Maison Dieu Road, Park Avenue and Connaught Road and 104/5 terminated at/commenced from Priory Station. D operated from the castle via Connaught Road, Friith Road and Maison Dieu Road to Pencester Road. To the castle it operated from Priory Station via Folkestone Road, Worthington Street, Priory Street, High Street, Ladywell, Park Avenue and Connaught Road.

Cabling work by Openreach closed Dover Road, Guston from **4th to 6th August**. 93 was diverted between Dover *Castle* and Guston via A258 and The Lane. D operated between the castle and Whitfield *Leisure Centre* via A258, A2 and Honeywood Parkway.

Dover Road, Guston was closed again on **11th August** for drainage work. D was not affected during this closure and 93 diverted between Dover Castle and Guston via A258 and The Lane.

#### **Eastbourne area**

A Pride Parade closed the Seafront on **19th July** during the morning. 99 was diverted between the Sovereign Centre and Marine Parade via Lottbridge Drive, Seaside and Marine Parade Road.

Carriageway repairs closed South Street from **21st to 23rd July** from 2000 to 0400 each night. Buses were diverted from Memorial roundabout to Gildredge Road via Cornfield Road and Lushington Road.

Hempstead Lane, London Road and Hawks Road, Hailsham are closed from **28th July until 29th August** for SGN work. 1B and 51-3 are being diverted via Battle Road and Hawkwood Road.

The annual Eastbourne Airbourne was held from **14th to 17th August** closing the seafront which was actually closed from the **11th** to enable the area to be prepared, and remaining closed on **18th** for clearance work. 99 was diverted between the seafront and Memorial roundabout via Marine Parade Road, Seaside, Cavendish Place and Pevensy Road (return via Seaside and Marine Parade Road).

#### **Folkestone area**

Swan Lane, Sellindge was closed for carriageway patching work on **11th July**. 10 could not serve Greenfields and remained on the A20.

Plain Road, Brabourne Lees was closed on **15th July** for cabling work by UKPN. 10/A and 18A were diverted between Sellindge *Church* and Brabourne Lees *Bridge Road*, where they turned, via Hythe Road (A20), Smeeth Crossroads, Church Road and Woolpack Hill.

Further to page 25/230, from **19th July** the roadworks at the central station moved from the Park Inn Hotel side of the roundabout to the Radnor Park side. 16, 74 and 91 began operating via the station all day with only 73 still operating via Foord Road probably to negate delays caused by the Park Farm Road closure. From the **24th** 102, 103 and 104 began serving the central station stop C in Castle Hill Avenue on journeys between the bus station and Sandgate Road operating between the Castle Hill Avenue/Shornccliffe Road roundabout and the same roundabout via Shornccliffe Road, Cheriton Road and Castle Hill Avenue for journeys in both directions.

Pole testing by Openreach closed Newchurch Road, Bilsington on **21st July**. 511A was diverted between Ruckinge and Newchurch via Marsh Road and Newchurch Lane.

Carriageway patching closed Haven Road, Hawkinge on **21st July**. 16 operated between Swann Way and Haven Road *Pannell Drive Roundabout* via Spitfire Way, Aerodrome Road and Haven Road. 73 operated from The Street to White Horse Hill via Canterbury Road.

Canterbury Road (A260) was closed between Creteway Down and Alkham Valley Corner for carriageway patching on **25th July** from 2000. 16 was diverted via Churchill Avenue, M20 junction 13 and A20.

Tree cutting work by UKPN closed Sandling Road, Postling on **28th July**. 18 was diverted between New Barn and Postling Wents via Canterbury Road, Etchinghill, Beachborough and Ashford Road (A20).

Sandling Road, Saltwood was closed from **29th July to 1st August** for work by Affinity Water. Carriageway repairs closed the road again on **15th August**. During both closures 10 and 18 were diverted between Saltwood and Newingreen via Bartholomew Lane, Barrack

Hill, London Road (A261) and Pedlinge. 18 then continued between Newingreen and Postling Wents via the A20.

Work by SGN closed Ashley Avenue and Shaftesbury Avenue, Cheriton from **23rd July to 8th August** at their junction and from the **4th to 11th August** closed Ashley Avenue at its junction with Cheriton High Street. 71 was diverted from Shaftesbury Avenue to Cheriton High Street via Somerset Road.

Repairs to a burst water pipe closed Hamstreet Road between Ruckinge and Hamstreet from **30th July to 4th August**. Most 511A journeys diverted between Hamstreet and Newchurch via Johnson's Corner, A2070, Ivychurch Road and Newchurch Lane with a few serving Ruckinge and Bilsington by diverting between Newchurch Lane and Newchurch via Marsh Road, Ruckinge, B2067, Bilsington and Newchurch Road. As soon as this closure was re-opened Newchurch Road, Bilsington was closed for water meter work from **5th to 9th August**. During this closure 511A diverted between Ruckinge and Newchurch via Marsh Road and Newchurch Lane.

Further to page 25/230 Park Farm Road was re-opened on **7th August**, with the work continuing under temporary traffic light control. 73 returned its normal route including operating via the central station instead of Foord Road.

Stone Hill, Sellindge and Plain Road, Brabourne Lees were closed from **6th to 19th August** for fibre work by Openreach. 10/X were diverted as on 15th July.

The Street, Hawkinge was closed from **11th to 13th August** for carriageway repairs. 73 did not serve The Street or Millfields and operated direct from Canterbury Road to Aerodrome Road.

#### **Hastings area**

Repairs to high voltage cables by UKPN closed Upper Sea Road, Bexhill near Manor Barn from **15th to 25th July**. 98 and 99 operated between De La Warr Road and Upper Sea Road via Dorset Road and Magdalen Road.

Smallhythe Road, Tenterden was closed to repair a burst water main from **16th to 18th July**. 312 and 977 diverted between Wittersham and Tenterden via Wittersham Road, Hatters Hill, Maytham Road, Rolvenden Layne, Rolvenden and A28.

The annual Pirate Festival was held over the weekend of **19th and 20th July** with the parade from Harold Place to The Stade closing roads between 1200 and 1300 on the **20th**. Buses were diverted between 1145 and 1300 as follows :

All buses from Warrior Square were diverted from Eversfield Place via Schwerte Way, White Rock Road, Cambridge Road, Cambridge Gardens and Cornwallis Gardens to the station. From the station they operated via Priory Street, Cambridge Road, Falaise Road, White Rock Road and Schwerte Way to Eversfield Place.

100 and 101 operated from the station to Ore via Devonshire Road, South Terrace, Queen's Road, Mount Pleasant Road and Priory Road returning via this diversion in reverse to South Terrace and then to the station via Priory Avenue, Linton Road, Cambridge Gardens and Cornwallis Gardens.

321 diverted between the station and Market Cross via the 100/1 diversion and Old London Road.

322/C, 323, 324, 339/A and 331 from the station to Malvern Way, Ore and Conquest Hospital operated between the station and Morrisons via Devonshire Road, South Terrace and Queen's Road. In the opposite direction they operated from Morrisons to the station via South Terrace, Priory Avenue, Linton Road, Cambridge Gardens and Cornwallis Gardens.

328 from the hospital to the town centre operated via Queen's Road, South Terrace and 100/1 diversion to the station. To the hospital it operated normally.

A low branch damaging buses in Birkdale, Bexhill caused Hastings-bound 99s to be diverted between Little Common and Westcourt Avenue from **22nd July to 6th August** via Little Common Road (A259), Sutherland Avenue and Collington Avenue.

Old London Road was closed from **24th July to 6th August** because of a problem with the carriageway. Unfortunately, a burst water main also closed Harold Road, the normal diversion route, from **24th July**. During both closures 100/1 and 321 were diverted between Denmark Place and Ore via Albert Road, Queen's Road, Elphinstone Road, Mount Pleasant Road and Priory Road. From the **29th**, when Harold Road re-opened, 321 returned to its normal route and 100/1 were diverted between the Old Town and Ore via Harold Road and Saxon Road.

Whatlington Road, Whatlington was closed from **24th to 30th July** for work by South East Water. 1066 journeys scheduled to serve Whatlington were diverted between Battle *Caldbec Hill* and John's Cross via Virgin's Lane and London Road (A2100).

Bexhill Carnival was held on **26th July** closing roads in the town between 1230 and 1500. 53, 94-98 could not serve the town centre and terminated at/commenced from or operated via Town Hall Square. 99 operated between Upper Sea Road and Westcourt Drive via Station Road (return via Buckhurst Road), Terminus Road and Terminus Avenue.

Parkstone Road was closed on **2nd August** for lock trip treatment work. It was also closed on the **4th and 5th** for screed lining work. During these closures 329/A were diverted via St Helen's Road, Sedlescombe Road North, Harrow Lane and Little Ridge Avenue.

Fernside Avenue was closed on **6th and 7th August** for carriageway repairs. 323B diverted via Fern Road, Gillsmans Hill and Harley Shute Road.

Hastings Old Town Pram Race was held on **6th August** closing roads from 1800 to 2300. Around 0800 Harold Road was closed meaning the Old Town could not be served and 100/1 and 321 operated between the town centre via the Mount Pleasant Road diversion (see above). Just before 1100 Old London Road re-opened and 100/1 returned to normal route and then just after the contractors who had closed Harold Road were told to re-open it until 1300 321 also returned to normal route. From 1300 321 reverted to the Old London Road diversion. From 1800 the Old Town was closed and 100/1 and 321 were again diverted via Mount Pleasant Road. On the **9th** the Old Town was closed again for its carnival between 1530 and 2030. This time things went smoothly and during the closure 100/1 and 321 diverted via Mount Pleasant Road.

Harold Road was unexpectedly closed on the **11th and 14th August**. 321 was diverted via Old London Road.

#### **Herne Bay/Whitstable area**

Canterbury Road, Herne Bay was closed for water pipe repairs on **16th and 17th July**. 600, 601 and school buses were diverted between Eddington Interchange and Queen's Roundabout via Thanet Way, Blacksole Bridge and Mickleburgh Hill.

Radfall Hill, Chestfield was closed by UKPN on **23rd July** for overhead cabling work. 5 was diverted between Alcroft Grange and Radfall Corner via Giles Lane, University Road, Whitstable Road (A290), Blean, Clapham Hill Interchange, Old Thanet Way, Millstrood Road and South Street.

Installation work by Nexfibre closed Coulter Road, Greenhill from **28th July to 5th August**. 400 and 600 operated from Greenhill Road direct to Herne Drive the Sunday and evening route.

More work by Nexfibre closed Reculver Road, Hillborough from **28th to 31st July**. The road was closed again on **15th August** in the same area for drainage work. During both closures 36 operated between Bishopstone and Thanet Way (A299) via Reculver Road, Blacksole Bridge and Margate Road.

Whitstable Carnival closed roads in the town from 1700 on **2nd August**. The 5 at 1702 from Seasalter to South Tankerton operated between Oxford Street and the rail station via Cromwell Road. From Canterbury the 1740 and 1820 journeys operated normally to Clover Rise and then via Old Thanet Way and Borstal Hill to Joy Lane. 400 operated between Long Reach and Greenhill via Old Thanet Way and 401 terminated at/commenced from Long Reach. 400/1 returned to normal from about 1930.

Drainage work closed Canterbury Road, Herne on **4th and 5th August**. 600/1 were diverted between Herne and Eddington Interchange via School Lane, Mill Lane and Thanet Way slip roads.

Herne Bay Carnival was held during the evening of **9th August** closing the High Street. 36 and 600/1/2 operated via Kings Road between Queen's Roundabout and Station Road.

An accident closed the A290 near Pean Hill during the morning of **14th August**. 400/1 were diverted between Rough Common Turning and Long Reach via Rough Common, A2, Brenley Corner and Thanet Way (A299).

#### **Maidstone area**

The A20 was closed again near Harrietsham (see page 25/232) because of an accident on **11th July** during the late afternoon. 510 was once again diverted between Hollingbourne and Charing via M20 (junctions 8 to 9) and A20.

West Street, Harrietsham was closed from **24th to 29th July** for water pipe repairs. 510 could not serve the village centre and remained on the A20.

#### **Swale area**

Key Street, Sittingbourne is closed eastbound for the Key Street Improvement Scheme from **11th to 20th August**. X3 is diverted from Key Street Roundabout to the A2 via A249, Bobbing Roundabout, Staplehurst Road (B2006) and Chalkwell Road.

#### **Thanet area**

Further to page 25/233, the closure of Grange Road, Ramsgate was extended to **17th July**.

King Street, Ramsgate was closed from **10th to 17th July** for highway maintenance between Plains of Waterloo and Broad Street. 48/A were diverted between Boundary Road and Victoria Parade via Victoria Road, Victoria Parade, Wellington Crescent, Plains of Waterloo, King Street and Victoria Road in a clockwise direction in both directions.

Roadworks between Plucks Gutter and Gore Street meant that 11 was diverted between those points from **14th to 25th July** via A253, Sarre, A28, Upstreet, Grove Ferry Road, Grove Road, Preston, Stourmouth Road, Preston Road and East Stourmouth.

Repairs to an underground fault by UKPN closed St John's Avenue, Newington from **19th to 23rd July**. 34 could not serve the Newington estate and remained on Newington Road.

Canterbury Road (A28), Margate near the Royal Seabathing Hospital was closed from late on **19th to 21st July** to repair a burst water main. 8 group, 32 and school buses operated between Clock Tower and Westbrook via Eaton Road, Tivoli Road, Helena Road, College Road (return via Tivoli Road), Hartsdown Road and Canterbury Road. 69 served the station by double-running between the Clock Tower and the station and then via the above diversion.

Drainage work closed Willett's Hill, Monkton from **21st to 24th July**. 9 operated from Mount Pleasant, Minster to Monkton via Tothill Street, Monkton Road and Monkton Street, turning at Parsonage Fields. 11 operated between Monkton *Parsonage Fields* and Monkton Roundabout via Monkton Street, Monkton Road, Tothill Street and A299.

Water pipe repairs closed Dane Valley Road, Margate from **31st July to 7th August**. 34 was diverted from Dane Valley Road to Upper Dane Road/College Road via Arlington Gardens and Millmead Road.

The A28 between Westgate *Library* and Birchington *Square* on **2nd August** and between Birchington *Square* and St Nicholas at Wade roundabout on **3rd August** were closed for highway repairs and maintenance between 2200 and 0600 on both nights according to the road closure notice although buses were diverted from 2000, 8/X diverting on both evenings between St Nicholas and Westgate via A299, Monkton roundabout, Minster *Mount Pleasant*, Minster Road, Acol, Shottendane Road and Minster Road. 8 and 32 evening journeys to Birchington operated as far as Westgate.

Margate Carnival closed seafront roads for two hours from 1500 on **3rd August**. 8/X operated between Westbrook and Cecil Square via Hartsdown Road, Tivoli Road and then Eaton Road, Clock Tower and Marine Gardens (8) or Churchfields (8X). 69 operated via the 8X diversion.

Margate Pride Parade was held on **9th August** for part of the day (about 1200 to 1500), closing roads between Westbrook and Cliftonville. 8 and 36 operated between Westbrook and QEQM via Hartsdown Road, Victoria Traffic Lights and Ramsgate Road. 8A followed this diversion and then it operated between Victoria Traffic Lights and Northdown *Wheatsheaf* via College Road, Millmead Road, Laleham Road and Northdown Park Road. 69 operated between Margate Station and Palm Bay via Canterbury Road, Hartsdown Road, College Road, Millmead Road, Laleham Road and Northumberland Avenue. Loop diverted between Northdown Road and QEQM via Lower Northdown Avenue, Northdown Park Road, Laleham Road, Millmead Road, College Road and Ramsgate Road.

Northdown Road, Margate was closed from **12th to 15th August** for work by KCC. 8A and Loop were diverted via Zion Place, Eastern Esplanade and Devonshire Gardens.

Highway improvements closed Manston Road, Manston on **13th August**. 48/A were diverted between Acol and Manston Road *Tesco* via Minster Road, A299 and Haine Road.

#### **Tunbridge Wells area**

Work by SGN narrowed Station Road, Rotherfield from **9th to 17th July** to such an extent that buses could not pass the work safely. 51, therefore, could not serve Rotherfield and operated via the A267 between Argos Hill and Mark Cross.

Double deck vehicles heading for Tunbridge Wells on 51 through Mayfield were being damaged by low hanging branches and therefore from **26th July** northbound buses were diverted to operate via the A267 and enter the village from the northern end. They then operated through the village in a southbound direction to rejoin the A267 at the Heathfield end and continuing their journeys northbound although this diversion very soon did not seem to be applying to single deck vehicles.

The B2099 was closed between Shover's Green and Wadhurst from **28th July to 5th August** for carriageway improvements on Mondays to Fridays between 0700 and 1900 each day. 1066 was diverted between Flimwell and Sparrow's Green via A21, B2169 and B2100. To serve Wadhurst, Shover's Green and Ticehurst a shuttle bus was operated by Stagecoach, with funding from East Sussex County Council, between Shover's Green and Wadhurst *The Greyhound* via B2099, Ticehurst, B2087, Flimwell, A21, B2169, B2100 and B2099. The shuttle departed from Shover's Green at 0836. 0936. 1036. 1136. 1336. 1436. 1636 and 1801 with an additional journey operated by Flexibus to South View Corner at 0720. From Wadhurst it departed at 0907. 1007. 1107. 1307. 1407. 1607 and 1732 with additional journeys from Lamberhurst Down to Shover's Green at 0818 and from Wadhurst to South View Corner at 1830. There was a connection between the shuttle (to/from Shover's Green) and 1066 (to/from Tunbridge Wells) at South View Corner on most journeys. For an unknown reason 1066 further diverted on **31st July and 1st August** between Sparrow's Green and Frant via B2100, Mark Cross and A267.

**ROUTE WORKING : A** – From **6th July** for the duration of road works in Hythe Road the MFTO requirement is increased by 4 DD and reduced by 4 E20. Type changes are 501E-0454.0521.0554.0627.2003.2103 503-all journeys E20 to DD.

The MFSH requirement is increased by 4 DD and reduced by 4 E20. 2 DD, 6 DM and 2 E20 are provided by OR, of which 1 DD, 1 DM and 1 E20 swap ends. Type changes are 2-0855 10A-1855 102-1821 103-2105.2205 501E-0454.0521.0554.0627 503-all journeys 511-0652 511A-1138.1237.1447 511B-1333 E20 to DD, 2A-0642.0740.0855 73-0640.0656. 0705.0716.0727.0743 103-2205.2305 DD to E20, 102-2021 DM to E20, 102-1653.2121 103-2005 DM to DD, 102-1753 DD to DM. But see also "Around the Areas" notes.

There are some consequential changes to Mon-Fri workings of vehicles from OR.

On Saturdays the requirement is increased by 5 DD and reduced by 4 E20. Type changes are 501E-0551.0621 503-all journeys 511-1745.1836 E20 to DD. An extra DD, instead of an E20, works from A to OR; it is not clear how this is balanced out.

On Sundays the requirement is increased by 1 DD; as commented previously, all town services are scheduled for DD on Sundays (though rarely so in practice), therefore no notional type changes arise. Two extra ferry cars are also required.

**DO** – From **27th July** for the duration of road works in Upper Deal two extra Solos are required on Mon-Sat and two extra DM on Sundays for 81E.

**EB** – The MFTO requirement from **1st June** is 28 DD, 5 E20, 9 E30, 2 Solo. DD are scheduled for 1, 1A, 3, 5, 5A, 5B, 6, 6A, 7, 51, 54B, 57, 58, 59, Loop, except as shown elsewhere, 1B-0945.1040 3A-0738.0808.1135.1401.1658.1728.1758 4-1027.1327.1427. 1627 8-0918.1111.1218.1711.1824 52-0550.0640.0644.0854.1640.1730.1945.2027.2145. 2227.2245 53-0706.0749.0919.1050.1219.1350.1519.1700.1829 54-0600.1030.1220.1330. 1520.1653.1820.1935.2230 54A-0914 and minority route 99-as before. E20 are scheduled for 1B, 3A, 251, except as shown elsewhere, 3-0847.0913.0943.1043.1044.1105.1123. 1143.1243.1244.1344.1505.1523.1605.1623.1905.1924.2105.2124 5B-1945.2019.2145. 2219 51-2315 52-0954.1110.1154.1310.1354 53-0720.0826.0950.1119.1250.1419.1550. 1729 54-0520.0630 Loop-0750.1723.1758. E30 are scheduled for 52, 53, 54, 54A, except as shown elsewhere, 1-2215 1B-0745.0840 3-0559.0629.0705.0944.1005.1023 3A-0550. 0620.0655.0935 51-0711.0719.0745.1000.1105.1300.1305.1500.1605.1810<sup>EB</sup>.1810<sup>TW</sup>. 1955.2015.2115.2155.2255 Loop-0631.0632.0650.0703.0720.0730.0830.0853.0900.1000. 1023. 1030.1130.1153.1200.1300.1323.1330.1430.1453.1500.1610.1630.1638.1743.1800. 1813.1910.1925.1938.2030.2040. Solos are scheduled for 4, 8, except as shown elsewhere, 3-1707.1738 3A-1658.1729 51-0633 52-1840.1930 54-2030.2145. There is also a crew ferry.

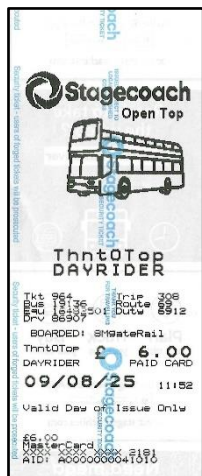
The MFSH requirement is 28 DD, 3 E20, 9 E30, 4 Solo. DD are scheduled for 1, 1A, 5, 5A, 5B, 6, 6A, 7, 52, 53, Loop, except as shown elsewhere, 1B-0627.0658 3-1710.2005. 2024.2205.2224 3A-1728 4-1027.1327 8-0918.1111.1218.1426.1543 51-0622.0900.0905. 1100.1105.1300.1505.1710.1715.1910.1915.2055.2215 54-0705.0830.1120.1230.1320. 1430.1520.1653.2230 and minority route 99-as before. E20 are scheduled for 1B, except as shown elsewhere, 3-1905.1924.2105.2124 5B-1945.2019.2145.2219 51-2315 53-0720. 0826.0950.1119.1250.1419.1550.1729 54-0520.0630. E30 are scheduled for 51, 54, 54A, 54B, except as shown elsewhere, 1-2215 52-2045.2127 53-0706.0850.1019.1150.1319. 1455.1619.1755.1919 Loop-0631.0632.0650.0703.0720.0730.0830.0853.0900.1000.1023. 1030. 1130.1153.1200.1300.1323.1330.1430.1453.1500.1610.1630.1638.1743.1800.1813. 1910.1925.1938.2030.2040. Solos are scheduled (see below) for 3, 3A, 4, 8, except as shown elsewhere, 51-0633 52-1840.1930 54-2030.2145. There is also a crew ferry.

We state these MFSH details as scheduled, although the Solo requirement is more than are available; the general evidence of tracking is that most workings on 3 and 3A are covered by DD.

**HB** – The MFSH-UV requirement from **28th July** is 18 DD, 21 DM and 4 E20. DD are scheduled for 5, 21, 21A, 22, 23, 23A, 25, 89, 602, 603, Uni1, Uni2, except as shown elsewhere, 401-0723 X3-0655.0702.1700.1730.1850.2100 and minority routes 24-all journeys 43-0654.0734.0756. DM are scheduled for 400, 401, 600, 601, X3, except as shown elsewhere, 5-0627 22-2115.2215.2315 23-2049.2149.2249 25-0810.2015 89-0733 602-0655. E20 are scheduled for 36, 21-1220 21A-0630.0740.0840.0900.1000.1040.1400. 1520 22-0657.0727.0757 0930.1010.1110.1150.1330.1610 x30min to 1840 23-0715.0945. 1045.1125.1305.1545 89-1910 603-1615. There is also a crew ferry (in practice normally two vehicles).

**TH** – From **19th July** the OT requirement for 69 is three vehicles, daily as scheduled. Unscheduled ferry vehicles support crew changes at Margate (see “Around the Areas”).

**PUBLICITY** : A leaflet has been issued for the 69, valid from 19th July (though the item is not dated as such).



**FARES** : A Thanet Open Top Dayrider ticket is valid on the 69 at £6 for adults, £4.50 for those under 19 and £16.50 for a group of up to five people. This can be combined with a South East Dayrider at £10 for adults, £7.50 for those under 19 and £27 for a group. No other tickets are valid other than concession passes. Tickets are issued with a rough representation of an anonymous open-top vehicle, as shown on the accompanying example.

Free travel was offered to serving members of the military and their families, veterans and cadets over Armed Forces Day Weekend from 27th to 29th June, subject to appropriate entitlement being shown.

A £1 single fare has been introduced at Folkestone between the Central Station and Harbour. This is funded through the KCC Bus Service Improvement Plan.

A further trial (see page 25/120) of cashless adult single fares is in place on routes 12 and 17 from 28th July to 20th October.

**AROUND THE AREAS : Ashford area.** During the current road works in Hythe Road, 501E is generally self-contained rather than being interworked with 503. 503 is scheduled for DD for the duration, presumably to compensate for the widened frequency, though this has only rarely been the case in practice. Although midday journeys on 511A and 511B are scheduled for DD during the summer school holiday, these have been exclusively worked by E20 for obvious practical reasons.

Reports speak of a higher level of cancellations than usual lately because of driver shortages.

**Canterbury/Herne Bay area.** As there are now no spare Park & Ride vehicles, odd workings can be expected more regularly when one or more of the branded vehicles is not available. This means double-deckers from the main fleet on P2 or P3 and 2635x on P1 when necessary, and we shall only publish workings which differ from that pattern. That said, 11814, still in P&R livery, was on P3 on 14th, 17th and 20th July.

**Dover area.** 10707 seemed relatively unusual on main workings of 17 on 15th and 16th July. As mentioned before, MMCs are not routinely used on this service. Then from 29th July the 17 has been restricted to single-deck operation because of the amount of tree

damage to vehicles. Double-deckers are consequently being used on 71 and 71A. It is hoped to have necessary tree work completed before the new school term.

37497 appeared on 104/105 on 17th July. It has otherwise remained on Fastrack D, covering for branded vehicles not available (most being due for annual test this month).

11656 was most unusual on 65 on the late afternoon of 8th August, also working early evening journeys on 61 and 63.

Although temporary service 81E is scheduled for Solos on Mon-Sat, DD have generally been used, with occasional E20s. Conversely, although scheduled for DM on Sundays, 48145 appeared on 27th July.

'Dover Castle' is now being shown on destination displays as a via point on outbound journeys of Fastrack D. There is no bus stop flag at the inward Dover Castle stop, defined as "adj pedestrian entrance"; road markings define the stop, though it is often blocked by buses of other operators on cruise shuttle days. Of note, this differs from the inward stop of 81 just before turning into Connaught Road, whilst 93 has no declared inward stop.

**Eastbourne area.** The rewritten MFTO vehicle diagrams from 1st June effectively mean that short workings on Loop are self-contained. Interworking continues between 3, 3A and 52, also involving 51 to some extent and 1B in the mornings, though less so than before, and layovers in the town centre are longer. Different patterns obtain on MFSH, when each of 1B, 3/A, 52 and Loop shorts are generally self-contained, whilst 51 interworks 54.

The Dotto Train service was again reduced to single-unit operation from 8th August, with the same timetable as previously (see page 25/233). It was hoped to resume the normal timetable on 20th August, when the service resumes following its suspension for the period of Eastbourne Airbourne. Andrew Howe reports that only 97750 was running on 7th August, so it appears that 97752 failed on that day.

**Folkestone area.** Although Stagecoach have already stopped using bay E at the Bus Station, it has now been announced that it will be decommissioned from 2nd September. National Express will move to Bouverie Road West *Sainsbury's*; it is presumed that Bayliss and Crosskeys workings (see page 25/234) will do the same.

**Hastings area.** No reports.

**Thanet area.** 19135/6 were unable to commence operation on the 69 on 19th July because of a last-minute technical issue. 15101 was accordingly put into use at very short notice until 19135/6 eventually entered service on 24th July. 15101 has since continued in use when necessary, and 15103 was also used briefly on 1st August, then for parts of 13th and 15th August. Then on 16th August 15268 worked the last return trip between Margate Station and Minnis Bay (the section from Cliffsend at 1654 having been lost following an issue with 15101), only two of the six open-toppers being available. 15332 was reported standing-by for the 69 at Margate on 27th July. We are advised that this was in fact acting as a ferry vehicle for driver change-overs, all of which are conducted at Margate Station, where it is easier for ferry vehicles to stand than at the officially-scheduled Marine Terrace.

36878 was relatively unusual on 8 on 21st July.



The two Scania open-toppers were not intended to be used at Thanet, but intermittent problems with the designated four vehicles initially led to 15101 appearing, as shown in the September issue of *Buses*. 15103 then also appeared, as shown at Ramsgate Harbour on 13th August.

*Martin Smith*

## HASTINGS & DISTRICT (2002-2014)

**SUBSEQUENT DISPOSALS** : S316 CCD (16316) – Rothbury Securities, Bubbleford, Lancashire (Zoom Coaches/Pendle Travel); withdrawn 1/24.

Latest reports for disposal vehicles : No reports.

## SOUTH COAST BUSES

**SUBSEQUENT DISPOSALS** : AAP 648T (7348) – Shears, Northam, Devon (preservation); re-registered TSO 331R, 7/18; change of address to Winkleigh, Devon 6/23.

TFN 979T (7979) – British Bus, Spring Valley, California, United States of America (176); broken for spares c2/09.

D225 UHC *now* SZ 205 (825) – Johnston, Taihape, New Zealand (R&T Passenger Service); operator ceased 6/09 and business sold. Vehicle untraced since, presumed gone.

Latest reports for disposal vehicles : 5/23 – YCD 75T (75); 7/25 – OWE 271K (771).

## HASTINGS & DISTRICT (1983-1992)

**SUBSEQUENT DISPOSALS** : No reports.

Latest reports for disposal vehicles : 5/23 – BKE 861T (561).

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## BORO'LINE MAIDSTONE

**SUBSEQUENT DISPOSALS** : G970 KJX *now* TJI 4700 (293) – Transport Business, Purley, Greater London (Croydon Coaches/Morland Travel); withdrawn by 7/22. This was the last former Boro'line vehicle still in subsequent psv use.

Latest reports for disposal vehicles : 5/23 – F112 TML (932), F991 UME (762).

## MAIDSTONE BOROUGH COUNCIL

**SUBSEQUENT DISPOSALS** : No reports.

Latest reports for disposal vehicles : 7/25 – EKP 234C (34), JKE 338E (38). Thanks to Friends of the East Kent for the first report of these vehicles in some twelve years, belying suggestions from some members that they had been disposed.

## OTHER OPERATORS

(Those with licensed address and at least one operating centre within the Club area)

Vehicle notes are compiled by Jonathan Fletcher (by post to 104a High Street, UCKFIELD, TN22 1PX, or e-mail other.operators@mdekbclub.org.uk). Authorisation and traffic notes are compiled by Eric Baldock (e-mail other.traffic@mdekbclub.org.uk).

**Autocar, Five Oak Green** : Vehicle out : CN60 FBV is actually a Wealden PSV dealer stock vehicle and was returned to Wealden PSV after the end of term in July.

Frant Road duly re-opened on 19th July, allowing 256 to resume normal routing, while Shipbourne Road re-opened on 30th July. On 18th July Leigh Road was closed and 210 diverted via Stocks Green Road. Extensive use of Farleigh Coaches vehicles has continued during the school holidays, with, for example, Solo MEZ 383 on 210 and Scania double-deckers CEZ 939 on 205 and VEZ 959 on 222 on 6th August.

**Brookline, Ryarsh** : Clarifying page 25/235, the new 479 service has two trips each way diverted in Darenth via Ladywood Road, Langlands Drive and Hill Rise instead of running direct via Green Street Green Road direct, all journeys are re-routed between Darenth Valley Hospital and Bluewater to double-run a one-way loop via Bean (Bean Lane, Southfleet Road, School Lane, Beacon Drive), and schoolday journeys are introduced between New Ash Green and Longfield Academy to replace Redroute 489. Most journeys operate via St John's Road in Hartley but the schoolday morning journey and the Mon-Sat afternoon peak short working to Longfield, both northbound, operate direct via Ash Road.

**Carey's, Broadstairs** : Vehicle in :

EO69 UNJ	Fd	Tt (?)	Fd	16	10/19
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white; ex Lincs Van Hire, Lincoln (npsv) 2/25.

GN23 AVU has DAF VIN UN9AEL002N1089115.

A free minibus shuttle service was operated during Broadstairs Folk Week (8th to 15th August) between the Festival Campsite at Dane Court Grammar School and the main festival venues around the town centre, between 0830 and 2345 each day.

**Carosa, Hoo (Farleigh Coaches/Farleigh Buses)** : The 2025 Day Excursions booklet has been re-issued, now covering the period from August to December.

**Chalkwell, Sittingbourne** : From 11th to 20th August the A2 is closed eastbound from Key Street roundabout. Buses on 326/7 are diverted towards Sittingbourne via Bobbing and B2006 Staplehurst Link Road (tracking suggests this is actually happening in both directions), and a shuttle bus is being provided between Sittingbourne and The Long Hop, via Kenilworth Court as appropriate.

**Crosskeys, Folkestone** : Further to page 25/235, due to the roadworks at the Central Station, Folkestone (see Folkestone Temporary Diversions section above), 51 is operating between Shorncliffe Road and Tontine Street via Castle Hill Avenue, Cheriton Road, Radnor Park Road, Pavilion Road and Foord Road, omitting the bus station.

**Dosanjh, Strood (A.S.D. Coaches)** : Y14 ASD and Y15 ASD have been converted to single door (revised seating capacities not known) and are plain white without fleetnames. We would welcome reports of their seating capacities, please, and whether Y12 ASD and Y13 ASD have been similarly modified.

Luton Road, Chatham was closed from 25th to 30th July for roadworks. 113 diverted via Railway Street, Walderslade Road, Wayfield Road and Street End Road.

**Edgecombe, Teynham** : Simon Edgecombe has applied for a single vehicle national licence under the reference PK2084476 from 3 London Road, Teynham, ME9 9QW, with the operating centre at Mercury RV, Unit 3, Conyer Farm Industrial Estate, Conyer, Sittingbourne, ME9 9HH. This name will be familiar to many members as the proprietor of Trident, Mercury (sold to M&D in 1996) and Citibus in the early 2000s. He currently is a dealer in American-style motor homes (RVs).

**Elizabeth Taxi, Canterbury** : The second licence has been authorised, but subject to the condition that the maximum size of vehicle at the operating centre is 18 passengers.

**Empress, St. Leonards** : Vehicle in :  
117 UG 1066 Ytg ZK6938HQ (LZYTCTE65F1029326) Ytg TC9 C35F 9/15  
ex South Wales Transport, Llansamlet, Swansea on 22nd July as YG65 APU and re-registered to UG 1066 on 28th July. It is currently white, but is due to receive the new burgundy livery by mid-September.

Vehicle re-registered and out : 112 (FAZ 1066) back to RX12 HNU on 15th July and sold on 22nd July.

**Faversham Town Council** : Registrations variations have been published for Shopper services FH2 from 2nd September and FH1 from 3rd September. Details are awaited.

**Ham, Flimwell** : MC17 HAM was re-registered to GH17 GTU, officially on 8th July; however, it still displayed MC17 HAM plates on 11th, but these had changed to GH17 GTU by 17th.

258 is revised from 1st September to run from Kilndown via Horsmonden, Lamberhurst and Cousley Wood to Uplands Academy. Pupils entitled to free school transport who live in the Bells Yew Green area have a new travel arrangement organised by ESCC.

From 23rd July to 26th August the closure of Lower Green Road near Stone Court Lane meant that 297 journeys which double-run from Romford Road to serve Stone Court Lane were unable to serve this section.

**Kings Ferry, Gillingham** : Vehicles in :  
441 BF68 LCK Sca K410EB6 (1908307) Co Lev 3 (F183043045) C55FLT 1/19  
442 BF68 LCM Sca K410EB6 (1908345) Co Lev 3 (F183043047) C55FLT 1/19  
National Express livery; ex Galloway, Mendlesham, Suffolk (105, 107) 6/25. BF68 LCM has a Harry Potter advertisement on its rear panel.

Correcting page 25/160, 4991 (BF67 WJG) has not gone, and has continued to make occasional appearances on National Express 007 and 022. For the record, its details are Mercedes-Benz Turismo (63241523001111) / Mercedes-Benz C49DLT new in 12/17, grey livery, ex Stewarts, Woodley, Berkshire (4991) in 11/24.

Vehicles out : 291 (BV69 KSE) and X5517 (BV69 KRO) gone 6/25.

**Le Pet Express, Ashford** : New vehicles :

OU70 DZX	VW Crf (?)	?	6	12/20
BX74 JYS	VW Crf (?)	?	?	1/25

Both of these minibuses are all over red without any fleetnames, the only relief to the plain livery being notices on the front and rear stating "live animals on board".

**Nova Bussing, Rye** : New vehicles :

GX74 BFJ	MB 517CDI (5KD3Z5SP729096)	EVM	C16F	10/24
GX25 BYN	MB 517CDI (5KD3Z4SP812616)	EVM	C16F	6/25
GX25 BYO	MB 517CDI (5KD3ZXSP802866)	EVM	C16F	6/25

These are all in the usual black livery.

GX74 BDY has Mercedes-Benz chassis number 5KD3Z7SP765713, and GX74 BEY is 5KD3Z3SP766065. Both are C16F.

8 RYE is a non-psv Mercedes-Benz V300 / Mercedes-Benz 7-seater which was re-registered from AF69 OWR in 11/24 and previously V3 WSA and AF69 OWR at unknown dates.

Vehicles out : YD22 BXX and RX23 TGO sold 2/25; RX23 TGY sold 6/25; RE71 AJX sold 7/25.

**Nu-Venture, Aylesford** : Vehicle in :

874 YX11 HPN AD Dt 4 E20D (SFD5D1AR6BGY32405) AD Eo 200 (B204/8) B29D 8/11  
red; ex MD Bus & Coach, St. Helens, Merseyside 7/25.

The last operator of WV1372 (KGZ 6147) before Nu-Venture was Cambridge Bus & Coach, Fen Drayton, Cambridgeshire.

Volvo demonstrator BV72 KPF, an electric Volvo BZL / MCV B31F new in 1/23, has been on loan for one week in mid-August, entering use on 14th and tracking as 172.

Service changes from 1st September for the new school year :

3A/C Revised times.

100 Re-registered, but still runs on Saturday only with six return trips.

587 Morning journey withdrawn and replaced by 588R.

588R NEW ROUTE : as 587 from West Malling via A26 and Barming, then extended via A20 London Road to Queens Road.

W3 Re-timed with afternoon route revised to be the reverse of the morning route.

W4 Re-extended to start and finish at Airfield Estate, replacing W5 here.

W5 Curtailed to start and finish at Leybourne Chase.

Further changes from 28th September are :

130A Reduced service.

529A NEW ROUTE. Schooldays only from Barming *Bull* to Invicta Grammar School via Queen's Road in the morning and with the afternoon journey extended via Heath Road, Hermitage Lane, Aylesford, Eccles, Burham and Wouldham to Peters Village, replacing the afternoon 529 journey from Maidstone to Peters Village.

554/5 Minor timing changes.

Richmond Road, Gillingham re-opened on the afternoon of 12th July, with 3A/C and 683 resuming normal routes. 124 cannot serve Barnsole Road from at least 16th July until 17th September, diverting direct via Watling Street and waiting time at the first normal stop either side of the diversion. An incident on the M2 on the morning of 23rd July caused delays to bus services in the Medway Towns. 149 and 151 diverted via Arriva 155 to Borstal, then continued via Rochester Road, Wouldham Road, Wouldham High Street and Peters Bridge.

The usual selection of summer holiday road closures has affected services. The closure of Station Road, Ditton from 21st July to 27th August resulted in 77, 771 and 772 being unable to serve Aylesford Station. John Street, Rochester was closed from 21st to 30th July, resulting in the diversion of 156. From 24th to 30th July the closure of Wouldham High Street resulted in the diversion of service 29 via Knowle Road; this will happen again from 20th to 24th August. The long-standing and over-running closure of Boxley Road ended without notice at midday on 25th July. The closure of the road between Penenden Heath and Chiltern Hundreds took place at the same time, trapping a diverted bus. From 28th July to

11th August Mill Street, East Malling was planned to be closed, but this was then delayed to 15th to 28th August, with 58 diverting via Chapman Way, not serving East Malling village. Luton Road, Chatham was closed for water works from 25th to 30th July. On 4th August a water leak in Penfold Hill, Leeds closed the road with 13 and 14 curtailed at Langley Heath; it re-opened on 7th August. From 8th to 21st August 135 and 142 cannot serve Delce Road and are using City Road instead. On 18th August Offham was unable to be served on service 70. Bus 78 is unable to serve Gatland Lane and Farleigh Lane from 26th August until 6th October and will run instead via Tonbridge Road. The road closure at Cliffe and the associated free shuttle bus (page 25/241 refers) from 28th July were cancelled at short notice following strong local complaints that the scheme was unworkable. Planned closures of St. Leonard's Street, West Malling and Mierscourt Road, Rainham were also cancelled.

Latest timetables are a combined leaflet for 3A/C, 120/124, 135, 142, 156 and 683 dated 1st September, and for 130/130A dated until 27th September.

#### **Rambler, St. Leonards** : Vehicles in :

05 BN17 JBZ MB Turismo (63241523000879) MB C51FT 4/17  
initially white with blue Rothbury Travel Group fleetnames, later plain white; ex Rothbury Motors, Alnwick, Northumberland 10/22.

XEA 745 Ba FHD12-340 (0003778) Ba Fta C70F 5/03  
white with black roof; ex Rothbury Motors, Alnwick, Northumberland by 4/23; ex YE03 VSK 4/12.

BN68 BAN Ytg ZK6129HQ (LZYTMTF68H1072122) Ytg TC12 C51FT 11/18  
initially in B & N Coaches livery, later plain white; ex B & N Coaches, Burnley, Lancashire by 6/23.

NG17 ZZB Ir i6 (VS916AD00H1016843) Ir (143848) C57FT 6/17  
ex Woods Coaches, Aston, West Midlands (57-15) by 2/24; ex YP17 FLF 10/23.

NG17 ZZC Ir i6 (VS916AD00G1016779) Ir (143825) C57FT 4/17  
ex Woods Coaches, Aston, West Midlands (57-37) by 2/24; ex YT17 FAJ 10/23.

BN17 JCJ is allocated fleet number 04.

Vehicles out : 03 (BDY 389) withdrawn 5/23, re-registered back to GX02 AEE in 7/24 and gone 7/24; 08 (YJ10 EXS) withdrawn by 6/23 and sold for scrap by 8/25; (w)04 (YJ10 EXT) sold for scrap by 8/23; 36 (CR12 RAM) sold 8/23; 02 (CR65 RAM) sold 9/23; BN17 JOA sold 9/23; XEA 745 re-registered back to YE03 VSK in 9/23 and sold 1/24 (but it might have returned to Rothbury Motors, Alnwick, Northumberland before these events happened); 06 (DDY 222) withdrawn by 6/24; 15 (UK15 RAM) sold 9/24.

Re-registrations of vehicles after withdrawal include 30 (GDY 500X) back to YR52 MEU in 9/23, 06 (DDY 222) to Y529 WKE in 7/24, 09 (PDY 272) back to CR06 EDY in 7/24, 19 (SDY 788) back to YN55 WSW in 7/24, and 40 (RDY 155) back to YN51 WGY in 7/24.

**Regent, Whitstable** : New service connection work closed Canterbury Road (A2), Faversham from 21st July to 11th August. 638 diverted between Faversham and Brenley Corner via A251 and M2 or Whitstable Road, Love Lane and Canterbury Road (A2). From 21st July Seasalter Lane, Seasalter was closed for three weeks for carriageway repairs. 638 diverted between Yorkletts and Seasalter *Lucerne Drive* via Thanet Way (A299), Borstal Hill and Joy Lane. By the **25th** most journeys towards Whitstable were diverting via Thanet (A299), Highstreet Road, Waterham, Monkshill Road, Seasalter Road and Faversham Road. During the closure of St George's Lane, Canterbury from 21st July to 1st September, 649 is diverted into the bus station, nominally at stop B3. Lower Road, Faversham was closed on 24th and 25th July for carriageway repairs. 638 was diverted via Lion Field and Wallers Road.

**Roffey, Wateringbury** : UK73 ROF is C22F and is named *Carole*. Its livery is white with blue skirt, dark blue lines and a star design on the white area, although the effect has been spoilt somewhat by some white replacement skirt panels.

**YMS, Canterbury** : LJ09 KRD has been repainted white with light blue lower panels (no fleetnames yet) and was re-registered to P3 YMS on 17th July.

Vehicle out : YG52 CLO sold into preservation on 15th August.

The Traffic Commissioner's public inquiry on two disciplinary counts (page 25/239) has been re-scheduled for 10th September at Eastbourne.

## **OPERATORS OUTSIDE FORMAL COVERAGE**

(Including operators of stretched limousines, and significant npsv developments)

**1st Bus Stop, Gravesend** : Service 489 (New Ash Green to Gravesend with extensions to/from Denton *Lion Garage*) is taken up from 31st August under KCC contract, replacing short-term operation by Go-Coachhire. We understand that the timetable is essentially unchanged. 305 has been de-registered from 1st September.

**Brighton & Hove, Hove** : Service 54 (Eastbourne to Uckfield) will replace Stagecoach operation on 21st September. The timetable is much the same, but without the 54A and 54B variants, and it will run in Hailsham via London Road instead of Battle Road and Hawkswood Road (which remain served by the 28). The route will be marketed as part of the Regency suite and will run from Newhaven depot with Volvo/Geminis displaced by new stock from the 28 and 29 group. We understand that crew breaks will be taken at Uckfield.

An update on new Regency vehicles is that all of 765-87 are now in service, with just 788 yet to appear on the road.

**Centaur, Dartford** : A new 80 vehicle operating centre is at Sondix House, Sandpit Road, Dartford, DA1 5BU and the total authorisation is now 147, which is considerably greater than the known fleet. Furthermore the total for all the operating centres is a massive 227, including a 50 vehicle site at Fosten Green, Biddenden, TN27 8ER that has never been located or seemingly used.

**Cuckmere Community Bus, Polegate** : From 27th October 43, 44/A/B, 195 and 196 will be diverted in Eastbourne between the Pier and Memorial roundabout to run via Grand Parade and Devonshire Place, a revised timetable will be introduced on 48, and 24 will have a revised route and timetable, also serving Alfriston.

**Go-Coachhire, Swanley**: 9001 was repainted into Kentish Bus heritage livery in July, making its first appearance at the Cart Marking ceremony in the City of London on 19th July. It then attended the Imberbus event on 16th August and will appear at the open day at Swanley garage on 23rd August before entering regular service.

9005 has been returned from Hadlow Rural Community School at an unknown date.

Widespread timetable changes occur from 31st August.

470 Withdrawn (partly replaced by changes to 479, worked from this date by Brookline). Southfleet therefore loses its service to Darent Valley Hospital, whilst both Betsham and the loop via Fleet Estate will be entirely unserved except for school buses, though Gore Hill retains the 479 and the northern edge of the estate nowadays has Fastrack B passing every 12 minutes.

477 NEW ROUTE. Swanley ASDA and Dartford Home Gardens, essentially duplicating AKT mileage. A 30min service is offered on Mon-Sat daytimes, except that on Mon-Fri there is no morning peak service and the afternoon peak has an hourly service; on schooldays an afternoon journey serves Wilmington School for Boys.

479 Withdrawn, as already announced.

489 Withdrawn, passing to 1st Bus Stop following KCC tendering.

AZ Withdrawn in consequence of London General changes introduced a fortnight earlier. Changes have also been registered to the routes of S7 and S8 and on the entire network of school services in the Dartford, Sevenoaks and Tunbridge Wells areas. Further details are awaited.

An updated timetable leaflet for GC1/go2 is dated 21st April.

From 23rd July to 26th August the closure of Lower Green Road near Stone Court Lane means that outward 208 buses are diverted from the Camden Arms via Lower Green to terminate at Romford Road, where the return journeys commence. Gas main replacement in Station Road, Otford from 23rd July to 31st August has resulted in a considerable revision to service 2. After Otford Pond the service runs via Polhill and M25 direct to Swanley, with a separate service running from Swanley to Eynsford Station. On 6th August 208 was again on diversion via Hadlow.

**Grange Travel, Gravesend** : The Traffic Commissioner's public inquiry on 7th July resulted in an increase of authority to 75 vehicles, the approval of the additional operating centre (there are now four separate sites all in Albion Parade, Gravesend and that at Canal Road, Higham has been removed) and the appointment of two new transport managers. However, the repute of the previous transport managers, who are also directors, was found to be tarnished and a warning was issued.

**London General, Colliers Wood** : IE21-8/30-3/5/7/9/41/2/6/8 have all now tracked in service, but of these IE25/6/8/30/1/3/48 have not run for over a month. It is reported elsewhere that fifteen IEs (including some not yet commissioned) are stored at a site in Thamesmead. There appears to be no change in active MEC and SEN vehicles, but the active SE class here is now just SE47/8, 97 and 102. SE125 is confirmed as de-listed and SE103 has been disposed.

Revised routes and timetables were introduced from 16th August :

A Night service withdrawn (replaced by new service N).

AZ Revised timetable.

B Revised timetable, with early and late journeys extended from Temple Hill *Sharp Way* to Amazon LCY3 and absorbed within new service N.

E Extended from Castle Hill via new busway, Longhoughton Avenue and Eastern Avenue to and from Bluewater, and Sunday headway improved to 30min.

F Revised timetable.

N NEW ROUTE. Amazon LCY3 via A to Dartford then via B to Gravesend, hourly night service (additional journeys at start of normal morning service times).

Cursory inspection suggests that the changes on AZ and F are minimal.

Most bus stop flags on Fastrack routes have been changed. The image of a bus has been replaced by the legend "Fastrack".

Delays continue with infrastructure for charging vehicles. Dartford Borough Council is believed to have vetoed permission for a charging point at Home Gardens, so a new site is now sought at the layover point. The Garrick Street site in Gravesend needs power from a supply point at the nearby station but there are problems in making the connection.

**Peters and Stewart, Croydon** : This operator, which previously had an operating centre at Whitewall Centre, Rochester, has removed this from the licence and no longer has any presence in our area.

**REL Redwing, Croydon** : A new operating centre is at Unit 37a, Nuralite Industrial Centre, Canal Road, Rochester, ME3 7JA has been authorised for 8 vehicles, which despite the different description seems to be the site vacated by Grange Travel (see above). The Norfolk Road site in Gravesend remains listed, but does not seem to be used by Redwing, as several passes by train have shown only white or London red buses present, believed to be 1st Bus Stop vehicles and Ensign overflow sales stock.

**Sterling Shopping, Bishops Itchington** : This operator has had its application granted for a single vehicle from an operating centre in Ashford, subject to the condition that the licence will only be used ancillary to the operator's main business (despite the name) of providing art teaching and retreats and not for private hire. Full details were published at page 25/201.

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## NATIONAL EXPRESS

**TRAFFIC** : It is now confirmed that the Folkestone *Bus Station* stop at bay E will move to Bouverie Road West outside Sainsbury's from 2nd September.

From 11th to 31st August the stop at Canterbury Bus Station has been moved to East Station *Pin Hill* during ongoing infrastructure works in St George's Lane.

Service W19 ran again on 30th July from Folkestone (1035) via Dover, Canterbury, Hempstead Valley and Bluewater to Wembley for a concert, returning at 2315.

Service B23 to the Boomtown Fair on 6th August was worked by Lucketts 53128 (BF68 ZFM) and DJ Coaches G23 DJC on the 1030 journey and by DJ Coaches G21 DJC and BF23 CKE on the 1230 journey. On 7th August, DJ Coaches BF24 ASU was used. Special thanks to John Marsh and Peter Elliott for these reports.

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## LOCAL AUTHORITIES

### MEDWAY COUNCIL

**FARES** : From 19th July to 31st August inclusive, up to three children aged 18 or under are able to travel free of charge until 2000 on all bus services boarded within Medway if in the company of a fare-paying adult or concessionary bus pass holder. This initiative is funded by the Government's Bus Service Improvement Plan.

## RAIL REPLACEMENT

This section is compiled by Neil Bays (e-mail rail.replacement@mdekbusclub.org.uk).

The following are scheduled for the coming period :

7th September : Ramsgate area, split as Canterbury West to Margate calling at Ramsgate and Broadstairs, Canterbury West to Ramsgate calling at all stations, Deal to Ramsgate calling at Sandwich.

13th September : Swanley to Rochester, split as Swanley to Strood calling at all stations except Sole Street, Meopham to Sole Street (mini-bus).

14th September : Swanley area, split as Bromley South to Strood calling at all stations except Sole Street, Meopham to Sole Street (mini-bus), Bromley South to Borough Green & Wrotham.

Reports received on scheduled work during the past month :

13th July\* : Dover area, split as Folkestone West to Deal calling at all stations, Folkestone West to Dover Priory calling at Folkestone Central, Canterbury East to Dover Priory non-stop, Canterbury East to Dover Priory calling all stations - Bayliss (YX73 PKE *Canterbury East to Dover Priory non-stop*); Crosskeys (SK22 BUJ, YX67 UYH *Folkestone West to Dover Priory*, YX24 PLZ *Dover Priory stand-by*); London General (176, 179 *Canterbury East to Dover Priory all stations*, VWL50 *Folkestone West to Deal*); Regent (*Canterbury East to Dover Priory all stations*, *Dover stand-by*); Stagecoach (10063, 10064, 10707, 10712, 10715 *Canterbury East to Dover Priory non-stop*, 10712 *Folkestone West to Deal*); Travelmasters (BK10 MFV *Folkestone West to Deal*, LX60 DXD *Dover Priory stand-by*); YMS (Y22 YMS, YMS 337 *Canterbury East to Dover Priory all stations*).

20th July : Tonbridge to Ashford/Maidstone West, split as Tonbridge to Headcorn calling at all stations, Headcorn to Ashford calling at all stations, Tonbridge to Maidstone West calling at all stations -Chalkwell (unspecified *Tonbridge to Maidstone West*); Go-Coach (unspecified *Tonbridge to Maidstone West*); London General (unspecified *Tonbridge to Ashford International*); Nu-Venture (821, 864 *Tonbridge to Maidstone West*); Stagecoach (36855, 36857, 36879, 36893 *Headcorn to Ashford International*); Travelmasters (unspecified *Tonbridge to Maidstone West*, *Tonbridge to Ashford International*).

27th July : Tonbridge area, split as Sevenoaks to Paddock Wood calling at Tonbridge only, Sevenoaks to Tunbridge Wells calling at all stations, Edenbridge to Tonbridge - Airsym (YD23 FNG *Edenbridge to Tonbridge*); Arriva (4071, 4294, 4297 *Edenbridge to Tonbridge*); Chalkwell (unspecified); Farleigh Coaches (MEZ 3972); Go-Coach (9515, 9522, 9523 *Sevenoaks to Paddock Wood*); London General (235, 242, 251, 258, E157, E195, EN48, VWL50 *Sevenoaks to Paddock Wood/Tunbridge Wells*); Seaford and District/Big Lemon (BX55 UCU, KX04 RCX, KX04 RCZ, KX04 RDU *Sevenoaks to Tunbridge Wells*); Starline (BJ25 NYY, YJ10 MDN); Travelmasters (BK10 MFU, EY07 AXJ, EY07 AXK, GD09 JHX, YX67 UYK *Sevenoaks to Tunbridge Wells*).

2nd August : Sevenoaks to Tonbridge - Farleigh Coaches (MEZ 448); Go-Coach (9515); Ham (MC16 HAM); London General (unspecified) Starline (unspecified); Travelmasters (FJ08 FYK, GD09 JHX).

3rd August : Orpington to Tonbridge, split as Orpington to Tonbridge calling at Sevenoaks only, Orpington to Tonbridge calling at all stations - London General (unspecified *Orpington to Tonbridge calling at all stations*); Travelmasters (unspecified *Orpington to Tonbridge stand-by*, *Orpington to Tonbridge calling at Sevenoaks only*).

10th August : Ramsgate area (until 0815), split as Ramsgate to Margate calling at all stations, Margate to Faversham calling at all stations - YMS (P6 YMS, YT59 SFK, YT59 SGO, YT59 SGU).

10th August : Paddock Wood to Strood, split as Paddock Wood to Maidstone West, Maidstone West to Strood - Chalkwell (unspecified *Maidstone West to Strood*); Go-Coach (5014 *Tonbridge to Maidstone West*); London General (unspecified *Maidstone West and Strood stand-by*); Travelmasters (unspecified *Maidstone West to Strood*, *Tonbridge to Maidstone West*).

Where there is no follow-up to previous listings, it may be taken as read that no reports were received.

Workings marked \* were additional to/alterd from previous advance listings.

The following emergencies have been reported :

11th July : Eastbourne to Hastings, Rye, Hamstreet and Ashford International (signalling issues at Hastings) – Stagecoach ticket acceptance.

12th July : Maidstone West to Paddock Wood (defective train) – Starline (unidentified).

13th July : Gillingham to Faversham, Sittingbourne to Sheerness (collision between a train and a van near Teynham) – Chalkwell (unidentified); Travelmasters (unidentified); YMS (unidentified); Fastrack ticket acceptance Gravesend to Dartford.

13th July : Sittingbourne to Sheerness (signalling issues at Kemsley) - Travelmasters (two unidentified).

15th July : Tree on the line at Bobbing - Fastrack ticket acceptance.

16th July : Hastings to Ashford International (staff shortage at West Marina depot) – unspecified.

18th July : Passenger ill on a train at Sturry - Stagecoach ticket acceptance on 8/8A, 600 and 601.

18th July : Hastings to Ashford International (train crew shortage) – Seaford and District/Big Lemon (SFZ 644).

20th July : Hastings to Ashford International (train crew shortage) – Seaford and District/Big Lemon (unidentified); Starline (unidentified); Travelmasters (unidentified).

21st July : Tree on the line at Crowhurst – Stagecoach ticket acceptance on 1066.

23rd July : Hastings to Ashford International (flooding at Three Oaks) - Group Travel Solutions (unidentified); Seaford and District/Big Lemon (unidentified); Stagecoach ticket acceptance Eastbourne to Hastings.

26th July : Faversham to Dover Priory (failed train at Sittingbourne) – Travelmasters (unidentified).

28th July : Swanley to Rochester (signalling issues at Fawkham Junction) – 1st Bus Stop (three unidentified); London General (SEN31); Stagecoach ticket acceptance Faversham to Canterbury East and Dover Priory.

30th July to 12th August : Uckfield to Crowborough, Uckfield to Tunbridge Wells (signalling fault) – Airsym (E24 SYM, OU18 ZSD, OU19 XXA); BM Coaches (BB23 BMC, GX24 BVS, L12 URG, L50 URG, LIG 9244); Mercian Travel, Tamworth (YK20 YTE); Rambler (1924 RH); South East Omnibuses (ENS21); Starline (GB73 ROF, W9 CMA, YJ10 MDV, UK73 ROF); Triangle Coaches (GVV 205); unidentified operator (MIW 636); Brighton & Hove ticket acceptance on 29 between Lewes, Uckfield, Crowborough, Eridge and Tunbridge Wells. The closure was intermittent over this period, and replacement vehicles quoted were not necessarily used on every day.

7th August : Paddock Wood to Strood (person struck by a train near Maidstone) – Starline (two unidentified); Travelmasters (three unidentified).

10th August : Lineside fire at Westgate-on-Sea – Stagecoach ticket acceptance on Loop.

11th August : Sittingbourne to Sheerness (failed train at Chatham) – unknown operator; Arriva ticket acceptance Rochester to Rainham.

15th August : Folkestone Central to Ramsgate (emergency engineering works at Abbotscliffe) – Crosskeys (one unidentified *Folkestone Central to Dover Priory*); Loyalty Connections (L26 LOY *Ramsgate to Dover Priory*); Travelmasters (EY07 AXK, YX67 UYG); YMS (YT59 SGO, YT59 SGU *Ramsgate to Dover Priory*).

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## AT THE RALLIES

This section is compiled by Colin Jones (e-mail [rallies@128.me.uk](mailto:rallies@128.me.uk)).

The following vehicles of local derivation, now preserved unless shown otherwise, have been reported, including some other community/heritage events :

### **18th May, Ellington Park May Fayre, Ellington Park**

East Kent – FFN 399\*.

### **24th May, Sandwich Classic Car & Music Show**

East Kent – FFN 399\*, YJG 807.

### **11th June, 137 years of Sandling station (part of Rail 200 celebrations) Sandling station**

East Kent – YJG 807.

### **28th June, Deal Classic Car Show, Walmer Green**

East Kent – YJG 807\*, VJG 187J.

### **29th June, Thanet Extravaganza, Manston Airport**

East Kent – FFN 399, YJG 807\*.

### **13th July, Thanet Vintage Bus Road Running Day, Spitfire & Hurricane Memorial Museum, Manston**

East Kent - FFN 399\*, PFN 874\*, YJG 807\*, RFN 953G\*, VJG 187J\*, RVB 977S\*.

### **19th July, Kent & East Sussex Railway Diesel Gala**

Maidstone & District – BKE 847T.

### **19th July, Cart Marking Ceremony, City of London Guildhall**

Go-Coachhire - current 9001.

### **20th July, Alton Running Day and Bus Rally**

Empress Coaches – 644 HAA.

Maidstone & District - P238 MKN.

### **26th July, Community Rail Day (part of Rail 200 Celebrations), Dover Priory station**

East Kent – YJG 807\*.

### **10th August, Kent & East Sussex Railway Bus Rally, Tenterden**

Arriva Kent & Surrey - LF52 UON\*, GN04 UEV\*.

East Kent – FFN 399\*, KFN 220, RFN 953G\*.

Maidstone & District – HKE 867\*, LKT 991, VKR 39\*, 390 DKK.

Maidstone Corporation – 26 YKO\*.

Renown – PCD 80R\*.

Roffey – GN06 EUU.

Stagecoach South East - current 15270.

YMS - current UK74 YMS (briefly operated a rescue mission to collect passengers from an unidentified failed vehicle).

YJG 807 (FFN 399 as substitute), NKT 875, LKP 385P, A201 OKJ, H801 BKK, GN04 UDM, KX55 PFU and DW25 HAM were expected, but did not appear.

### **10th August, Rail Gala, Tinkers Park**

Maidstone & District – KO 7311, VKR 470.

### **16th August, Imberbus, Warminster**

Go-Coachhire – current 9001\*.

London General (Fastrack) – current MEC50\*.

Stagecoach South East – MFN 946F\*, current 11817\*.

### **17th August, Cotswold Vintage Bus Rally, Cotswold Barn**

Arriva Kent & Sussex – L766 DPE.

East Kent – CFN 154\*, EFN 568\*, FFN 451\*.

Stagecoach South East – AHC 411\*.

\* Operated in service.

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## Back cover illustrations

*upper* : The mixed fortunes of the Sturry Road Park & Ride service at Canterbury have been reflected in the introduction of a widened frequency and its conversion to Switch Solo operation. 48212 was seen arriving at the Sturry Road terminus on 21st July, having freshly gained its promotional vinyls. *Richard Mellor*

*lower* : Go-Coachhire have had three Mellor Sigma vehicles on extended loan in recent months. 3102 has received a striking new livery and marketing name for the demand-responsive service based on Ebbsfleet International station, where it was found on 17th July. *Richard Lewis*

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Printed by Kall Kwik, 103 Marlowes, Hemel Hempstead, HP1 1LF

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