

## KATAlOG Web Update No:6 Summer 2010 (11 Aug)

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**KATA meetings are on Wednesdays 1<sup>st</sup> Sept 2010, 1<sup>st</sup> Dec 2010.**  
At 15:00 (3pm) in the cosy 'Public Bar' Druids Head, Market Place (*not Meerkat!*)

**p1:Fares & Passes p2,3:KATAlist p4:Diversions & Bus Stops**  
**p5:Publicity & Obituary p6:Omnibus p7:Keeping Track p8:Dogmas!**

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### **FARES & PASSES update**

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 **Freedom Pass means-tested?** – The Tories have only been in power 5mins and already they are talking about means-testing the Freedom Pass etc. This Con-Dem Act would also apply to Disabled, and free kids travel if the parents have too much dosh! To make matters worse, in the Labour London Mayoral selection debates ex 'New' Labour MP Oona King has agreed to means-testing, albeit has tried to back-track since the proverbial hit the fan! Front runner Ken Livingstone has always opposed means-tested concessionary travel and is clearly the right mayoral candidate for 2012.

Meanwhile, BoJo has recently stated that "*There will be no changes to the Freedom Pass*". Except that his government, elected by only 23%, is already putting up the qualifying age to match retirement age, probably 70 if we live that long!

 *New DWP minister Iain Duncan Smith (MP for Chingford) is keen to attack the poor but in 2003 Michael Crick on 'Newsnight' revealed that he had compiled embarrassing evidence about dubious salary claims IDS made on behalf of his wife that were paid out of the public purse from September 2001 to December 2002, known as "Betsygate".*

*Also around that time his Tory leadership campaign vice-chairman was Edgar Griffin, the father of the BNP leader Nick Griffin. Edgar Griffin's expulsion was possible on the basis of his taking calls for the BNP when his wife was not able to do so. His wife was the national enquiries officer on the BNP telephone line. When you hear IDS attack those on benefits you'd be right to think 'hypocrite' and you have to ask how the Lib-Dems can support such a right-wing minister and such anti-social policies.*

 **Not in the Capital** - First Capital Connect are advertising half-price rail fares with an England Concessionary Pass, but having checked with Hertfordshire CC it only applies to OAP Passes issued in Herts.

 **BUS SAVERS** – Those tear-in-half tickets which are no longer on sale are however still valid contrary to most bus drivers' claims. TravelWatch had to raise the case of a woman who had £280 worth and opted for a refund which was only obtained with help from TravelWatch. This may have been false economy because a Bus Saver was £1 and the Oyster fare is £1.20. So any problems contact TfL and will, if required, give a refund.

 The **Oyster brand** will be completely owned by TfL upon the early repayment of £101 million PFI debt to TranSys by 16 August. It is believed that TranSys will still own/maintain the Oyster terminals in shops only, but all other equipment will be owned by TfL. However this month TfL contracted Cubic Transportation Systems and HP Enterprise Services to run TfL's side of the Oyster system for 5 years. Albeit these companies are shareholders of TranSys!

Plus, many **Oyster terminals** are charging double when topping-up and so far TfL have paid back £40,000 after complaints, so keep track and claim it back. Also there is some £78million lying **dormant** on OysterCards that are in drawers instead of in use. This translates to 16million cards with an average of £1.80 on each and their £3 deposit.

\* *SWT is the only London train operator not to have Oyster top-up facility at its stations and have no plans to do so.*

 **TfL Fares up by 7% in 2011** so says BoJo despite inflation being much less, but is opposed by Labour and Greens on the GLA. Meanwhile, BoJo is doing nothing to get the £36million that is owed by foreign embassies in Congestion Charges, with the USA owing the most at around £4million/\$6m.

The proposed SCC cuts to bus services into the KATA area have not materialised and in fact we are to see enhancements, albeit cuts are taking place in Surrey. Our 218 & 471 are renumbered 458 & 459 thus giving the '218' number back to TfL whom have clearly missed it after 25 years. Plus the 458, 461 & 515A all acquire an hourly Sunday service, as a 6month experiment which alas runs through the Winter! All the Surrey changes listed here retain the same operator – Abellio, unless otherwise stated.

\* *The new timetables should be on the SCC website (below) by 14 Aug and the books #1 Staines etc and #2 Esher etc are due by 23 August – from SCC County Hall.*

**Sat 30 October 2010****110** (Twickenham - Hounslow > West Middx Hospital)

Extension further delayed due to required changes to road layout at West Middx Hospital. To be via route 117 including St. John's Road, Isleworth. Also introducing earlier and later journeys towards Twickenham to connect with trains there. Same single-deckers (up from 4 to 5) and retained by Transdev (AV).

**Sat 2<sup>nd</sup> Oct 2010****131** (Kingston – Tooting)

Contract retained for 5 years by Transdev (AV) with same dodgy double-deckers. Extra SDO to Kingston AM and to Tooting PM.

**Sat 28 Aug 2010****218** renumbered **458** (Kingston CRBS – Staines Bus Stn)

Continues to Staines hourly, plus a Sunday daytime hourly service, as a six-month experiment. After 76 years the last 218 departs Kingston at 19:13 on Fri 27 Aug.

\* *Route 218 was numbered such on 3<sup>rd</sup> Oct 1934 as part of the LTPB Bassom numbering system – with all single deck routes put in the 200s - following LT's creation in 1933. The route actually started as a 62 in Jan 1922 from Kingston – Shepperton and in May 1923 was extended to Staines. (thanks to GB for info)*

**Sat 5<sup>th</sup> March 2011****371** (Kingston - Richmond)

Extension to N. Sheen Sainsburys further delayed as Sainsbury's drag their feet.

**Sat 2<sup>nd</sup> Oct 2010****411/641** (Kingston / Teddington School - West Molesey)

TfL contract awarded to Quality Line (EB) with 8 new Optare Versa – longer versions at 11.1mtrs. Currently with Transdev (HH).

**Sat 28 Aug 2010****451** [Kingston – Staines]

WITHDRAWN - but partly replaced with a commercial 51 (First) (T5 – Brooklands Tesco/M&S) and a rerouted 446 via Old Woking Road and an extension of 513, plus a rerouting of 461 via St Peter's Hospital below.

\* *The 451 was our longest route at 37km/23miles, but it's now the X26 at 34km/21miles.*

**Sat 28 Aug 2010****461** (Kingston – Chertsey-M3)

Withdrawn between Chertsey and Staines, but rerouted via St Peter's Hospital. Also withdrawn from Rodney Road and Walton Station and instead runs direct via Ambleside Ave. Frequency doubled to half-hourly to compensate for loss of 451, and Sunday service introduced hourly, as a six-month experiment. (Not eves)

**Wed 3 Sep 2010****467** (Epsom – Hook/Hinchley Wood)

Rerouted at Hinchley Wood to run loop along A3, Manor Road North and Claygate Lane to HW School in this direction only, rather than turning on the A3 roundabout. Journeys depart direct via A3 to Hook etc. PM journeys serve K3 stops on Manor Road North but not AM! (Also see diversions)

**Sat 28 Aug 2010****471** renumbered **459** (Kingston – Woking-Morrisons)

Withdrawn between New Haw and Woking via West Byfleet and Sheerwater which is covered by increased 446. Diverted via Parkside area of New Haw between 0945-1445hrs, and all times also via New Haw (Black Prince) and Woking via Woodham Lane, Six Cross Roads, Shores Road and Kettlewell Hill, to replace 472. Extended in Woking to serve Morrisons store.

**Sat 28 Aug 2010**

**513** (Kingston – Downside/Byfleet)

Will continue to operate three journeys each way, Mondays to Saturdays. Two of the journeys each way will be experimentally-extended, for 6months, to start/finish at Byfleet Old Fire Station via Manor Farm, to give a direct shoppers bus to Kingston following the withdrawal of service 451. Between Weston Green Road and Esher, the 513 will be diverted via Hampton Court Way and Scilly Isles.

The extended 513 uniquely serves Byfleet Road and the nearby Cobham Bus Museum , albeit this is due to move to Brooklands in 2011.

Arrive Kingston: 10:18, 12:18, 14:38 | dep: 10:25, 12:25, 16:25.

**Sat 28 Aug 2010**

**514** (Kingston - Hersham)

Thankfully the service continues after threat of withdrawal. Earlier journey arrives Kingston at 07:02 and deps 07:12.

The SDO Field Common - Esher High School is renumbered **814**.

**Sat 28 Aug 2010**

**515/515A** (Kingston - Guildford)

The Sunday 515A is rerouted away from Surbiton and instead will run via Hampton Court, Molesey Police Stn and Imber Court to Lower Green etc. Thus as per the 411 as far as Molesey Police Stn. Also enhanced to hourly on Sundays, as a six-month experiment, and thus departs from the 513 stop at Cromwell Road Bus Stn “A11”, instead of “A3” Mon-Sat. Mon-Sat sees extra journeys with the last arriving Kingston 19:40 and deps 20:00 to Cobham.

The new pair of stops at Brighton Rd/Lamb duly appeared recently albeit they soon won't be used on Sundays of course.

**05/07/10**

**665** (Surbiton Stn – Holy Cross NM)

Second journey introduced 2mins apart, both AM & PM.

**Wed 1 Sep 2010**

**801** (Tiffin Girls Kingston – Esher via Hinchley Wood)

AM timing changes and rerouteing in Esher and Thames Ditton.

**29 July 2011** To be withdrawn by SCC (Operated by Ed Thomas).

**05/07/10**

**E16** (Epsom – Worcester Park via Stoneleigh) [CIRCULAR in both directions]

The E15 was renumbered to all E16, which is a bit confusing especially from Epsom to Ewell by-pass (ex Rembrant cinema) where the bus is either going north or south of Stoneleigh Station etc. (Operated by Quality Line).

**Sat 4 Sep 2010**

**K1** (Kingston – New Malden Stn via Hook Rd)

New timetable to improve reliability.

**Sat 4 Sep 2010**

**K5** (Ham – Morden Tube Stn via Kingston)

New timetable to improve reliability.

**Winter 2010/2011**

**S3** (Malden Manor - Sutton Hospital)

Delayed rerouteing to serve Tesco at Kimpton Industrial Park off Sutton by- pass means (from our end) turning left (instead of right) into Gander Green Lane, then Kimpton Road, Wealdstone Rd, Tesco Road to Oldfields Road etc.

For all London's proper bus timetables go to the marvellous and independent:

<http://www.londonbusroutes.net/routes.htm> or <http://www.busmap.org/> or [http://www.surreycc.gov.uk/sccwebsite/sccwspages.nsf/LookupWebPagesByTITLE\\_RTf/Bus+timetables?opendocument](http://www.surreycc.gov.uk/sccwebsite/sccwspages.nsf/LookupWebPagesByTITLE_RTf/Bus+timetables?opendocument)

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➤ **Diversions:-**

- **27 July - 6 Aug but on going: Eden Street** closed northbound (as is Kingston Hall Rd and Brook St) thus all routes run via Wheatfield Way with Dolly stop at junction of Lady Booth Road. But the 65 still stands/picks up in Brook Street but then turns left via Guildhall and Kingston Hall Rd to Wheatfield Way, while the 85 & 371 depart KHR – out of service - then left to first pick-up at Wheatfield Way. But KATA has asked ‘why can’t they pick up in KHR on the Stand side?’

While panels tell us that the 65 serves Brook St northbound this does not apply, according to drivers, to the night time service that runs direct to Wheatfield Way from Penrhyn Rd. Plus, the TfL diversion arrows on lamp-posts around the High Street confusingly include the ‘65 /n65’ of which the latter is of course wrong. Some bus stop panels also omit 218, 465, 471 which are diverted N/B at KHR to Wheatfield Way. Plus the TfL’s web ‘Live Travel News’ omits all reference to the Eden Street closure!

- **02/08/10 – 29 Oct 10:** As **Garrison Lane** is subsiding etc it is generally closed for 3 months of repairs. Accordingly, every third 71 (about 3 of 8 hourly) is diverted straight down Leatherhead Rd to WofA, while the others run to Copt Gilders only, as does all the night 65 service. But confusingly blinds on newer buses only show 'CHESSINGTON' ! And contrary to TfL bus stop panels depicting Copt Gilders the 71 is actually setting down on the S/B stop and picking-up on the north-bound rather than a 'common n/b stop', with much confusion.

The 467 avoids Chessington South Stn by diverting along Bridge Road but includes a loop of Copt Gilders to/from Epsom.

Plus the TfL ‘Live Travel News’ omits Copt Gilders completely but there are Stop Specific timetables on their web but not on stops!

Temporary timetables should cease by the day the clocks go back an hour.

- **31/07/10 – 01/08/10:** Due to road works near **Hampton Wick Station** all buses were diverted with the 285 via Lower Teddington Road and Normansfield Avenue, but the double-deck 281 diverted via Sandy Lane etc as per the 481 to emerge at The Hogarth in Teddington.

 **12/07/10:** Due to **Madingly tower block fire** the 131 & X26 diverted via London Rd, Kingston Hill, Galsworthy Rd, Gloucester Rd and we think Douglas Rd!

**BUS STOPS**

- ⊖ TravelWatch has praised Kingston borough for having 85% of its stops **accessible to disabled passengers**, the highest in London so that 15% are a problem. However, the boroughs of Barnet and Havering (Romford etc) have only 31% that are disabled friendly. I can’t help but notice that both these boroughs are Tory controlled and is a hallmark of how the Tories always find it easy to make life difficult for the poor and disabled.
- ⊖ To great inconvenience to **265** users TfL have withdrawn the stop on Bushey Road as it leaves the by-pass at Beverley Way prior to Raynes Park High School and then Tesco towards Tolworth. The stop had been there at least 50 years (for old 72 etc) but now users have to trek under the lengthy subways to the stop at Raynes Park High School. Adding that these subways are permanently flooded in Winter so that pedestrians, including kids, have to dodge 3 flows of traffic and no paths to get under the flyover. KATA has written to LB of Merton and TfL asking for its reinstatement.
- ⊖ KATA has reported around a dozen missing or wrong direction timetables on stops including **Richmond Road ‘V’** (old Bingo Hall – to become another Night Club!) which has a ‘night 65’ only but which should have the full 24hr service posted up, as required at The Oak prior, and guess others are dodgy?
- ⊖ And a strange E-tile recently appeared on Eden St ‘E3’ showing [**416/465**] and after reporting it was duly replaced with [465].
- ⊖ **COMPULSORY REQUESTS** - All Zone 1 stops have been converted to ‘white’ Compulsory but through a thorough process of replacing the whole stop with a new one (and converting them back at the factory), rather than repainting the flag on site which did not produce the polished image. Clearly costly this means that the rest of the 18,000 stops won’t be done in a hurry, but KATA has been asked that if we list about ½dozen local stops that need to converted sooner than later to let TfL know. So let us know what stops need doing at: [katalog281@blueyonder.co.uk](mailto:katalog281@blueyonder.co.uk)

 **'London Tramlink 2000 – 2010'** is a free glossy 16page celebration of 10years of Tramlink . Intros by LBs of Croydon and Sutton includes, from the latter, the erroneous mention of 'tram station' referring to the only Sutton tram stop at Beddington Lane.

 **'Guide to River Thames Boat Services'** (Spring Summer 2010) is the welcome glossy 45page A5 booklet, and note the Thames Clipper service Greenwich – London Eye is every 20mins at £5.30 but child is £1.60 and Freedom Pass holders is only £2.65. Plus, there is a Tube style pocket map **'River Bus Guide'** Summer 2010 which opens up to A3.

 **Metro Bank** – For those passing the new friendly Metro Bank\* opposite Holborn Tube they have a **free print** of Kingsway in 1920s which includes a B-type on route 68, whose route still passes here. The view in fact constitutes a full illuminated wall inside the bank. \*This is the first new High St bank (ignoring converted building societies) since 1873.

 New **TfL quadrant maps** are due by the end of August except NW which is delayed till October due to later changes to 324 and 614.

 **Londinium Subterraneum** - The U3A in Stratford upon Avon produced a marvellous Tube map translated into Latin. But due to copyright issues it cannot be reproduced despite other versions such as the Great Bear of a decade ago which substituted station names with themed lines such as film stars or philosophers etc . So quite why the Latin one is not allowed is a mystery especially since BoJo is a great fan of Latin.

In fact on a recent radio programme BoJo referred to Pericles in the context of being the Mayor of Ancient Athens, but ex mayor Ken was also on the programme, and afterwards said to BoJo; 'My knowledge of Latin and Classics is limited but the story you just told was not the Pericles that was Mayor of Ancient Athens". BoJo replied; "I know but it made a good story"! You couldn't make it up could you, er unless you're Pfeffel de piffle of course.

Meanwhile, the U3A have been inundated with requests for a Latin map and have instead produced an A5 pamphlet translating all Tube, DLR and most London Overground stations except the more recent West Croydon – Brockley section.

It is marvellous font of knowledge and is good guide on how European languages have developed, such as Kew Gardens = Horti Kewenses, Paddington = Ursa Minor and Piccadilly Circus = Circus Piccadilli.

\*For a copy send a donation (payable to Shakespeare Hospice) and an A5 SAE to:  
Latin Map, Shakespeare Hospice Bookshop, 45A Rother Street, Stratford-upon-Avon, CV37 6LT

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( OBITUARY )

*I am sorry to report the death of former KATA Treasurer Barbara Whelans who died on 1st July after a stroke three weeks earlier which put her into a coma of which she was not to come out of at Kingston Hospital. She was in her mid-seventies.*

*Barbara also lived in The Bittoms and we (Tony & Julia) had known her for many years. Barbara was a quiet person who lived alone and her health had become a problem in recent years, but her death was a shock to all.*

*From school in the late 1940s she worked for the old Martins Bank and many years later did a thorough job with the KATA accounts, as well as proof-reading KATAlog. There was a quiet funeral service for the family only, she had one son.*

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✂ **Bus door ramps** - A year after asking TfL under the Freedom Of Information Act for details of all accidents involving the faulty exit ramps on 300 buses they finally replied by saying:-  
 “Unfortunately TfL does not hold the information you have requested. Whilst all complaints are logged, we do not record information in a way that would make it possible to search for complaints relating specifically to access ramps. Accident complaints are handled directly by the route operators (Transdev etc) and we do not have access to their information. Whilst they report accidents to us, these are categorised broadly and we do not hold specific information regarding ramps”.

But they do acknowledge a problem by adding:-

*“The hinge on these ramps is slightly higher than on some other designs and are working with manufacturers to minimise the height of the hinge on future designs as we agree that this would be an improvement, but we do not have plans to replace the existing ramps”.*

Despite TfL also failing to respond in 28 days instead of a year we have formally asked TravelWatch to take up the case as they have been involved for 2½ years.

✂ **Transdev - London United** do not respond to anything as KATA also had cause to notify them recently of a broken ceiling bracket holding a grab-rail on SP66 (route 65 etc) where a KATA member almost hit the floor. We then had to contact TfL whom as we see (above) aren't too bothered about safety issues either!

London United is also the prime operator who has failed to bolt-up the fold-down seats which have proved very dangerous with users landing on the floor. This ignored instruction came from the HSE and TfL.

### 🚍 **Bus operators change hands...**

**East London Bus Group** is up for sale by the Oz Maquarie Bank which runs 15% of the TfL bus network. TfL puts a limit on the share of the network to 25% so that rules out a purchase by either Go-Head or Arriva who both run about 21% in terms of vehicles

**Arriva** by the way is to be purchased by Deutsche Bahn (German State Railways) by 27 August.

And **Transdev's** London operations is to be taken over by RATP (Paris Transport Authority) before Xmas. Both are already part of a French state-financed company. Since June the London Sovereign operations (33 etc) were transferred to London United.

And a reminder that **Abellio** (R68, 515 etc) is now owned by Dutch state owned Ned Railways.

\*The second worst performing bus route in London is our **152** (New Malden – East Mitcham) with less than 94% of mileage operated by Abellio.

📄 **Passenger Focus** had its statutory remit expanded by the ex Labour Government to include, for the first time, buses, coaches and trams in England and was launched by Tooting MP Sadiq Khan in February. However, this remit excludes London which remains the domain of London TravelWatch which begs the question “for how long”? Noting that both have the rail remit in London!

However with KATA's experience of PF we have serious doubts about their sincerity and ability.

Passenger Focus new phone number is 030 0123 0860 and has moved to:

2<sup>nd</sup> Floor, One Drummond Gate, (Pimlico), London SW1V 2QY,

☰ Plus **TfL Customer Services** is expected to move yet again (from Blackfriars Road) to Pier Wharf Greenwich probably by Xmas.

 **Tube PPP ended by Tories** – Long opposed by Ken Livingstone and indeed TfL the PPP introduced by then Chancellor Gordon Brown has been ended by the Tories as TfL was allowed to buy out the failing maintenance firm Tube Lines for £310million. Ironically, New Labour privatised it and the Con-Dems renationalised it. This took effect on 30 June and follows the similar remedy to failed Metronet in 2007. This means that TfL money, ie extra public money, will no longer be spent on filling the coffers of private maintenance companies, or at least on the Tube.

But is not true of Network Rail who contract out much work, but have had their state funding cut by 25%. So in light of the Potters Bar findings which proved that Jarvis\* was negligent in leaving the track in a lethal state then cuts to track maintenance is surely going to produce a repeat of those fatalities.

The very politicians who privatised and fragmented the railways in 1995 are now back in power and are once again cutting corners with safety.

\* *Jarvis MD was Tory Stephen Norris who initially blamed sabotage to try and deflect blame from his company.*

 **Air-Conditioned trains** have been introduced on the Metropolitan Line but contrary to TV reports these are not the first but are the same as those on London Overground, which are marvellous in hot weather.

Also, new trains have started to appear on the Victoria Line but whilst having better ventilation etc are not air-conditioned because of the deep-level tunnels in which any air-conditioning units would simply generate more heat into the tunnels and back into the trains. 33 new trains replace 27 thus giving a two-minute service. Meanwhile, the Tories have cut the Tube's cooling budget from £30m to just £10m.

 **SWT to close ticket offices** – The new Dept for Transport has agreed SWT's requests to close booking offices at Berrylands\*, Clandon and Hinchley Wood on Saturdays; reduce booking office hours at Barnes\* and Virginia Water on weekdays and Saturdays; and to reduce booking office hours at Strawberry Hill\* on weekdays and Saturdays and to close it on Sundays.

But after objections not least from TravelWatch SWT have withdrawn their proposal to change the booking office hours at Fulwell, Hampton, Malden Manor, Motspur Park, St Margaret's, Thames Ditton and Whitton stations.

\* Travelwatch are still pushing for these to remain open as they are only just under the threshold of 12 tickets per hour.

\* *SWT are ninth worse out of the eleven London train operators for cancellations, which are around 2%.*

 **Kingston Station has been revamped** with the main entrance moved to face Fife Road and is much wider. The front corner is now a Costa Coffee, plus there is a WH Smiths in the far corner. However, Network Rail submitted a retrospective planning application for the moving of the ticket barriers some three months earlier and currently the machines are not in use!

The original "Wood Street" sign on the front has also been repainted for the first time in living memory, but the large "SWT Kingston Station" sign on the rail bridge facing Richmond Road seems to have been forgotten and is badly faded. Moreover, the station nameplates are now in dark blue (across London) instead of the garish SWT colours etc.

Additionally, the totem on the pedestrian island outside has been updated including removing the not so old 'Overground Network' sign thus eliminating confusion with the 'London Overground' lines. The ON signs are being removed Londonwide not least as KATA pointed out the potential confusion some 3 years ago.

Plus, at the end of July the footpath opposite by the rebuilt Quebec House (now student flats) reopened after two years as did the corresponding fourth arm of the pedestrian island crossing.

\* *Lastly, a useful clock on the corner of Quebec House actually works!*

 **Bridging the gap!** KATA reported to RBK that the rattling rail bridge over Thames Side was minus its height restriction signs on both sides, bearing in mind it's low and acutely curved. They duly installed temporary ones and say they are upgrading all bridge signs this year. We trust they will be dual metric/imperial?

 **Blind Prejudice** – The House of Lords has raised the issue of blind passengers being refused travel on buses and taxis by Muslim drivers objecting to their ‘unclean guide dogs’. Muslims are brainwashed into believing that dogs are unclean, when they are cleaner than most humans and moreover there is no Rabies in British Isles. The National Federation of the Blind said the problem is getting worse, and it is illegal to refuse guide-dogs.

Tory Transport Minister Norman Baker\* has stated that ‘a religious objection was not a reason to eject a passenger and their guide-dog’.

As KATA has many times reported there are many Muslim bus drivers, of whatever colour and race, religiously refusing dogs contrary to the drivers’ PCV regulations and TfL bylaws etc. Er, the one-god help us.

\*Norman Baker is Lib-Dem MP for Lewes, and is Transport Under Secretary of State with responsibility for buses, taxis, concessionary fares and cycling etc.

\*\* *The Secretary of State for Transport is Philip Hammond, Conservative MP for Runnymede & Weybridge and has overall responsibility for the Spending Review etc.*

 **Russel Square** - Two Muslim students were refused travel on a route 7 from Russel Square to Paddington because the driver said ‘they were being unruly and a threat to passengers’. The girls complained that they had been refused because of their full veils, but Metroline reaffirmed their drivers’ actions noting that the full veils prevented them being identified if their bad behaviour escalated.

*NB: Oystercard photos allow for Muslims to have the full veil worn which makes a nonsense of the photo!*

 **‘Our’ Henry the sniffer dog** is the star of the current purge on Night bus passengers in Kingston. Running from July to September on Friday & Saturday nights the police are targeting drunks, drugs and violence.

Henry the Labrador has a super-sensitive nose for drugs and many passengers are not keen to see him. Some show nervousness and others outright fear, which alerts the handler etc to search them and inevitably discover illegal drugs.

Kingston has 24 night time bus departures an hour which is a bus every 2½mins.

We deduce that any refusals by anti-dog bus drivers are ignored in the process?

 **And finally, Greyhound UK** – which run coaches from Victoria Green Line Coach Station to Southampton or Portsmouth not only welcome greyhounds on board but the owner also qualifies for a discount, but no other dogs are permitted except guide-dogs!

On-line fares start at £1 to a max of £13.60 and there is a turn-up & pay fare of £10 (£5 OAP) seats permitting.

Greyhound UK and Greyhound USA are both owned by British FirstGroup.

> Next KATAllog web update will hopefully be by late-November <