



Newsletter No. 236

April/May 2019



Portsmouth not so long ago. © John Kirby

In this edition:

Remembering Rodney Barnes ~ Turning Native with Chris Drew ~ Romney, Hythe & Dymchurch Railway 1995, Adrian Willats ~ Boxing Day 1970, Phil Savin ~ More Model Buses from Adrian Willats ~ Photo archives from John Bulman and Robert Martin ~ All the local fleet and route news.



Editorial and Club News

Editor: Barry Turberfield, Postal address in the current membership list. Solent Omnibus Club email address: barry.barnessoc@gmail.com

My comments last month that the editorial was my second and final prior to handing over to the newly elected Editor were a little premature. After the special AGM held at the March meeting, the committee found a willing volunteer in James Woodcock to act as Secretary and to accommodate this, I agreed, with the members' blessing, to become Editor whilst Roger Watts takes the Chairman's role.

I am delighted to continue my involvement with the news sheet although saddened that it is under such circumstances. As you will read further on, Rodney Barnes passed away on Sunday 10th March after a short illness. As a friend of Rodney for several decades, it is a privilege to step into his shoes. After assisting with production for many years, any readers expecting a publishing revolution will be disappointed as I propose only a gentle evolution. The new style introduced in the last edition, which featured artwork by club member Chris Drew, is a sound base to work upon. Coincidental to my permanent appointment Bob Gray lent me his file of the first sixty-seven editions of the news sheet, then called StageCoach before some wee Scotsman stole the name. I was pleasantly surprised to see so many items from members still associated with the club but saddened by all the operators listed who have subsequently disappeared. Reading all the copies in quick succession puts into context the march of major groups and corporate identity, even down to local level where one major player has emerged in coach operations, inflicting its rather bland corporate identity on previously well-loved local company brands. It is hard to imagine what the future holds for a young enthusiast without the variety of fleets, colour schemes, chassis types, numerous body styles, continual buying and selling of vehicles. We seem to be coming down to buses equal Alexander Dennis whilst coaches equal Scania/Irizar.

Vehicles aside, will there be an industry to still be interested in? In February, Hampshire County Council implemented its latest round of timetable reductions on subsidised routes, mostly operated by Stagecoach. Locally in the Winchester area, some routes are reduced to a few days a week, with reductions in the off-peak and subject to variations depending if it is a school term or not. Now most of you reading this might say, what is the problem with different times depending on the day of week, week in the year etc.? But, whilst you and I might be happy thumbing through a timetable, for the general passenger it is yet another obstacle to travel, or viewed cynically, another way for Hampshire CC to achieve death by a thousand cuts. Without doubt next year, the Officers will report back to elected members that ridership has further declined, thus making the routes unviable and candidates for closure producing even greater cost savings. Without passengers, what is the point of buses and that brings me back conveniently to this news sheet.

The news sheet depends upon members' contributions. I can only produce an edition if you contribute. It can be as small as a new vehicle report or a photograph with caption or up to that major article you have always fancied writing. Like buses without passengers, a news sheet without content will not run, so please get on-board.

To end on an upbeat note, the committee are planning on one or two special evenings during 2019, details coming soon and thanks to members efforts, I should have enough material to complete the promised six special members only additional news sheets. Space however is still available, so keep writing.

Club News

The February AGM was in part disrupted by snow and what would turn out to be my last as chairman, I managed to miss. Adrian Willats was ill and unable to make his presentation which left Chris Drew to entertain members with a selection of high quality photographs from his extensive collection. Roger Watts stepped in and chaired the AGM.

The March meeting started with voting in the Geoff Burrow Memorial Trophy photographic competition. From the nineteen entries Chris Drew was declared the winner. The meeting continued with photographs depicting local bus body builders since 1969 and included a selection from a previous SOC visit to Wadham Stringer.

Diary: April 5th, John Williams 'Loft finds'. May 3rd, special guest Chris Aston. Both meetings 7.45pm at Portchester.

Committee. Chairman: Roger Watts, Secretary: James Woodcock, Treasurer: David Etheridge.

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Charabanc Outing



Bath & Bristol

SATURDAY 29th JUNE 2019

With Cresta Coaches of Alresford aboard either their Bedford VAL or ex-Southdown Leyland Leopard.

0930 departure from Park & Ride site, Bar End, Winchester.

Arrive Bath 1200 for those who wish to visit the shops and/or sightseeing. Coach continues to the Firstbus depot.

Accompanied from Bath by Mr James Freeman aboard a Firstbus vehicle to view the Bristol Metro busway.

Return to Bath to collect coach and carry on to Bath for a 1600 pick-up. Arrive back at Winchester at 1830.

Members £15

Non-members £17

Book with Mr David Etheridge (postal address in current membership list) or at a meeting or by email, barry.barnessoc@gmail.com

(£5 deposit)

Rodney Barnes

Rodney Barnes joined the SOC in 1985, having been introduced to the club by Roger Watts. He was elected to his first committee role of Tours Organiser in 1988, a task he continued even after the post was abolished, with the now legendary 'London Study Tours'. In 1989 he was voted into the Secretary role which he held until becoming the news sheet editor in 2002 and subsequently produced one hundred and two editions. Combining his love of buses with his profession as an accountant, he started the series of articles that became 'An hour at' and those articles, covering nearly twenty years, provide an historical and statistical record of operators at fixed points in time around our region.

Over the years, Rodney also oversaw the annual 'Alan Crockford Memorial Trophy' photographic competition - turning up at the AGM in true Blue Peter style with the entries sellotaped to a large sheet of card. Whilst his own photographic interest waned around the time of trolleybus withdrawals, he did surprise himself one year by winning with a shot of Unilinks parked at Southampton University.

A final note sent from Rodney after the AGM

"I would like to thank the Club for making me a Life Member. I feel very privileged but sad at the circumstances which have led to this situation. I enjoyed every one of my 33 years as a member of SOC and would like this conveyed to the committee and to the members."

For nearly four decades it was my pleasure to call Rodney Barnes a friend. We met, as is so often the case, by coincidence when local government reorganisation brought Rodney and my wife, Kathy, together in the same department. I vividly remember Kathy coming home and saying 'I met the new boss today, unbelievably he is another bus nut'. It also transpired that we shared the same wedding anniversary much to the consternation of the ladies, as our annual celebratory dinner would usually descend into conversations about bus related topics.

Rodney's first interest in buses revolved around Ipswich and their trolleybuses, and he subsequently became a founding member of the Ipswich Transport Museum. As a teenager he joined the 'Railway Club' operated by BR and armed with his membership book, an I-Spy lookalike, he combined a love of train travel with visiting bus operators. He also took advantage of staying with his Auntie who lived directly opposite the London Transport South Croydon depot. London Transport became a passion and in retirement he regularly attended LOTS meetings.

All this early interest was never lost and I had the advantage of absorbing much of it as we visited vast swaths of the contemporary bus and coach scene throughout England and Wales. These often very long days would include discussions on history, business, finance, infrastructure, and Parliament, but never politics, religion or music.

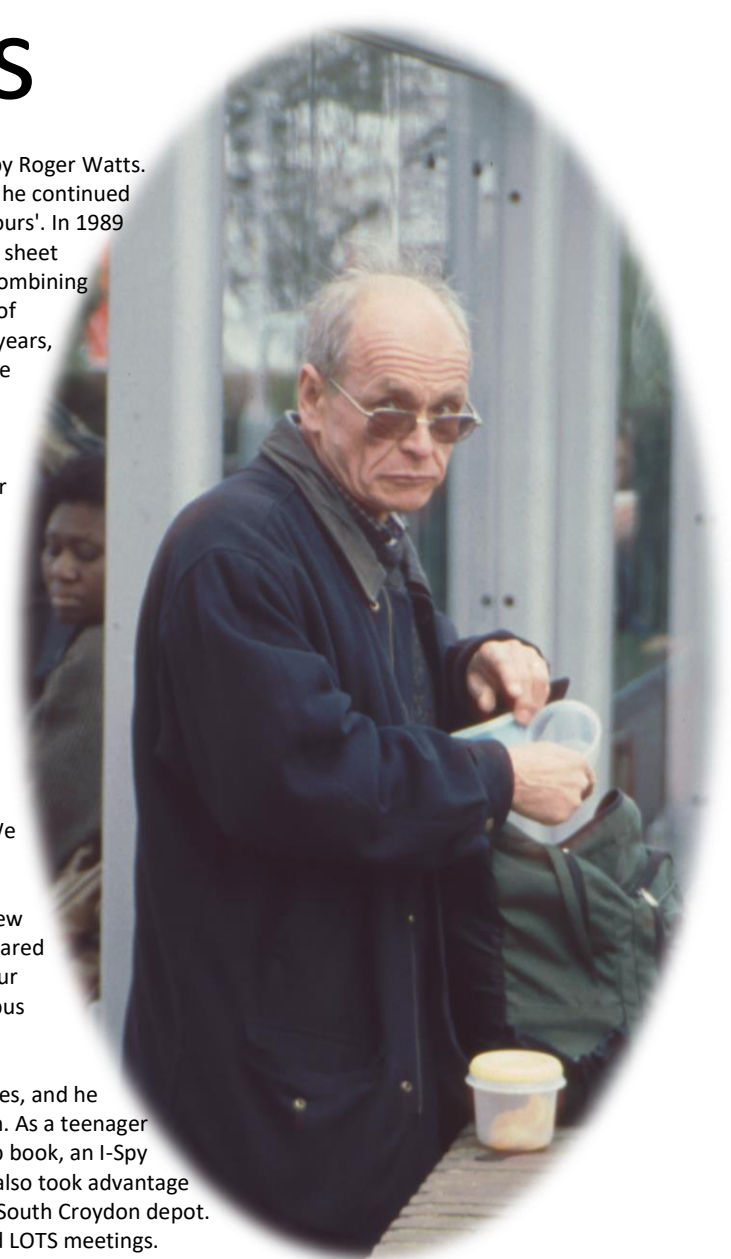
Rodney could think on his feet making quick decisions on changing direction or amending our planned timetable if an additional 'opportunity' arose. Only twice did we fail to complete our objectives. The first occasion started at the very beginning of the day, before we even met up. Someone jumped in front of a train near Winchester which resulted in us meeting late in London and missing the bus for our planned visit to the Osborne depot at Tollesbury. The second occasion was a result of being unceremoniously dumped on Bristol Parkway station by Great Western Trains on our return journey from the Welsh valleys.

Rodney never carried a camera and was happy to act as my wing-man, waiting by a bus stop to slow the driver down or making a slow exit from the bus whilst I sprinted ahead. More than once Rodney was carried on to the next stop, and even ended up inside a London depot on one occasion when the driver sped away for his tea break. We always visited the Bus & Coach Show from its inception at Earls Court right up until three years ago. One such visit to Birmingham almost resulted in Rodney's longest unintentional bus trip: towards the end of the afternoon, he was on the top deck of an Optare in the external display area when the bus suddenly moved off, requiring Rodney to dash downstairs and eventually jump off at the security gate having been told the next stop was Leeds!

Meeting people on days out was often entertaining. Rodney could easily engage someone in conversation. Two ladies, who were sitting on a Dart in North London discussing their problems getting to Portsmouth station that morning, were suddenly getting a full explanation of timetable changes and traffic delays with the explanation abruptly ending as we dashed off the bus. Or the former free Polish fighter pilot sitting on the opposite front seat whilst travelling through Knightsbridge, who turned to me and said 'I think your friend is very funny, I just cannot understand a word he is saying'. Without doubt, the one conversion we both regretted getting into was on a train returning from our visit to Cardiff and Swansea one December. Four ladies, returning from their annual shopping pilgrimage which also seemed to include a very liquid lunch, decided in a full carriage to engage us in a conversation regarding their purchases which they hoped would bring some 'sparkle' to their menfolk on Christmas Day. They proceeded to unpack the shopping for our inspection and comment, much to the delight of other passengers. Thank heavens they alighted at Trowbridge.

Life is about memories and Rodney has provided me with so many and given to me something I will always treasure. Until we meet again to continue our travels along the celestial bus routes, rest in peace dear friend.

Barry T (photo Adrian Willats)



To London with "Bus Club" - Adrian Willats remembers "Rodney's Tours"...



I shall begin with two apologies. Firstly, I never knew the late Jim Boissel, so with respect to him and all others concerned, these regular trips to our capital, which could sometimes be a bit frenetic, but were always guaranteed to be varied and interesting, will forever be known to me as "Rodney's Tours". The second concerns the photographs (all my own) that I have selected. There will be NO bus pictures - at least, not in the sense of an offside, nearside, broadside or even "aerial" view of a whole, complete vehicle. Most participants on these trips will have, over the many years that Rodney organised them, have taken probably hundreds of such images - but my view is that their place is not here. I want to prompt more general memories of the days themselves. Did we get wet? Yes, several times! Did things sometimes not go to plan? Yes - frequently! Did we see features of other transport interest, or indeed where transport co-exists with other subjects? Yes, we did - and the picture I refer to also touches on my "former profession"! Did anyone ever ask him to slow the pace down a bit? Yes, they did - if you still have your itineraries, see October 2005, second paragraph! Then there was the time when a club member, (let's just call him "Mr. Smith"), was reluctant to board one of the smaller buses with the rest of the group. After a little friendly persuasion, (like telling him that we were only going one way

and not returning to where the discussion occurred), we were all together again. I'm sure that particular gent has derived much pleasure from similarly sized vehicles meeting with much passenger displeasure (in Hertfordshire and Surrey) in more recent times!

But above all, although Rodney would research, print and supply us with a detailed itinerary for the day, these were far from just being "his" tours. For me, and I hope others too, a big part of their appeal was the fact that a number of us, (often just into double figures, but sometimes smaller), enjoyed a day out riding and (if you wished) photographing Greater London's buses, trains, trams and ferries - yes, there was the odd one! My point, of course, was that we enjoyed it together - surely one of the plus points of this hobby and applying just as well to being on a bus in London as to enjoying and learning from our monthly meetings back in Portchester.

I will miss a kind and knowledgeable friend, who offered a smiling welcome when I first joined the club and thereafter always appreciated my own contributions - as I did his. Even if I could never quite keep up conversationally with someone who, in the nicest possible way, seemed to speak very rapidly, one might say "at a gabble", I will definitely miss wondering if I actually heard it all, as I sometimes risked just nodding and smiling - hopefully in the right places!

Thank you, Rodney.



Our Arriva bus on the 310 arrives at a very wet Enfield; the only Grade 1 listed structure on the entire London Underground, (part of a corner of the Bank of England!) and a view onboard the First London Mercedes referred to in the text. "Mr. Smith" is not visible, but those seen are (right to left) Messrs Lambert, Barnes, Warton (behind blue pole) and Garner.

Turning Native ~ Chris Drew

"The sea changed, the fields changed, the river, the villages and the people changed, yet Egdon remained". (Thomas Hardy) You could have added the buses changed.



I almost whimpered out loud as an apparition in green glided past me. It sped away into the distance with a cloud of blue exhaust and dust caught up in its wake. I had just had the first of many meetings I was going to have with Hants & Dorset's bus route from Swanage to Bournemouth and the buses there upon. Those meetings were to continue, with various changes of vehicles and route numbers up to this day. I was at a very impressionable age and it was as close to automotive nirvana that I was ever liable to get!

All this happened whilst I was standing at the side of the road used by the Sandbanks ferry buses, a road which was to become an important part of the trip organised by my educational establishment. My fellow classmates and I from the geography club, under leadership of department head Mr Kyte, were there with a project in mind. That project was to survey, map and finally build a large scale model of the area between Swanage and the Sandbanks ferry. Mr. Kyte, or Reginald as some of us were allowed to address, (outside school anyway), had trained as a cartographer before the Second World War and had used those skills with the RAF during it. He knew all the tricks of the trade and as with all good teachers, keen to pass them on to another generation.

As the group was not a large one, we used the ferry bus a good deal and in doing so found out about some of its history which I have since added to.

There had been a symbiotic relationship between Hants & Dorset and The Bournemouth Swanage Motor Road and Ferry Company almost from the very beginning on 15th July 1926. The company not only ran the ferry but also owned the road on the Studland side from the village to the water's edge at South Haven. Parliament gave permission for tolls to be collected on the road and collected they were by a man who sat in a garden shed at the curb-side. The original ferry was a steam driven effort built by J. Samuel White and assembled on the Isle of Wight. The service was stopped during the war for obvious reasons but resumed soon after. The first boat lasted in service until 1958 by which time mechanical failures were becoming more and more frequent. It was replaced by a second hand boat as an interim measure until a newer, larger boat arrived.

Within nine months of the ferry starting, a bus route, then numbered 12A was running a through service from Swanage to Bournemouth avoiding the major detour around Poole harbour. The first vehicles to operate on the service were four Leyland PLSC1s. From the pictures I've seen of these buses, I've concocted a painting (01) of one and driver waiting at Shell Bay bus stand. It would seem that they were naturally high enough to avoid any modification for use on the ferry service.

Orders for Leyland gave way to orders for Bristol's just before the Second World War. Nearly 40 Bristol L5Gs were placed in service by Hants & Dorset between 1938 and 1940. Bodywork was supplied by J. C. Beadle Ltd of Dartford in Kent. It was a neat enough design with such features as a half canopy next to the driver, a sliding door for the front entrance and a roof that could be folded back on sunny days to give a passenger that million mile view into a blue sky. It wasn't until after the war was finished that some of these buses saw life on the ferry route. By then the roof had been panelled over with just the hump over the driver's cab left devoid of folded roof. Other small modifications were made at the time including substitution of metal rain shields for glass ones, side destination blind taken out of use and, most importantly, the re-shaping of the rear lower panels (cutting away) so as to give better clearance when boarding the ferry due to the approach angle from the ramp.



coming home back to Swanage. Visible are the modifications made to the rear panels to prevent the possibility of grounding when boarding or alighting the ferry.

On warm sunny days, there are very few places I'd rather be walking than on the beach between the ferry and the Old Harry Rocks but if the weather turns, it can be a bleak and desolate place. (4) Seen on just such a day, Bristol LS 807 returns from a short working to Shell Bay. A low firing position just added to the feeling of gloom! This area called Studland Heath is also thought to be the setting for Egdon Heath in Thomas Hardy's novel 'The Return of the Native.' He drew upon his memories and experiences as a youth growing up in rural Dorset for many of his novels, incorporating many customs and myths native to the land and culture.

Like many Tilling companies, Hants & Dorset made sure that they got their monies worth out of their vehicles. (5) Also running a short working was ex coach MW 873. Although showing Shell Bay, it was heading for Swanage. It takes the road home through the gorse and scrub for which the area is famous. It's a great place for wildlife. Dartford warblers are a regular visitor. All six native reptiles can be found if you know where to look, looking is important because one of them is our only venomous snake, the adder. You can even find a colony of sea-horses in the sea grass meadows. The passengers on board seemed not to worry too much about this because they were all looking at a bloke in a parka pointing a camera at them!

It was a sad day when the front engined Bristol's left the route, but at least the Bedfords that followed still had a power plant at the front. Each of the two batches carried bodywork by differing builders. (6) 824 carrying Strachan at Shell Bay turning in what must be the sandiest terminus in the country with one of the best vistas to go with it. Also, I'm pretty sure that it's still the closest bus station to a nudist beach! I don't remember ever seeing a Strachan bodied Bedford on the ferry but the time when I wasn't there far outweighs the time I was. (7) Then there was the Willowbrook version like 3001 leaving the ferry on the Sandbanks side.

Not all journeys went the whole way. Depending on its starting point, some trips would terminate at Shell Bay if starting from Swanage or Sandbanks if coming from Bournemouth. Turning early meant the bus in question didn't have to be modified to use the ferry. Painting (02) shows an early post-war Beadle bodied Bristol K waiting at Shell Bay for foot passengers from the ferry. At the time the painting was set, it had been downgraded and rebuilt as a bus by H&D.

The green apparition I mentioned at the top of the page working the route 7 turned out to be a Bristol of a venerable age. It and its brothers on the route all had enclosed full fronts so I guessed they must have been rebuilt in the late 50s, early 60s. It carried the company's trade mark visor over the driver's window making it look permanently curious about something! In the following days, I was privileged to not only see and photograph more members of the batch but also ride on one down to Shell Bay from the hostel when it was **my** bus that was pumping out blue exhaust. (03) Doing what it was famous for, number 678





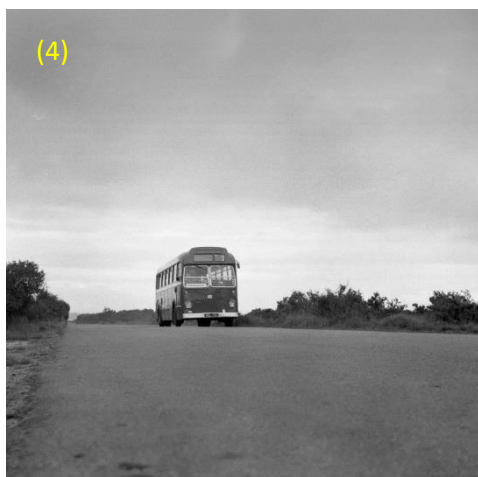
(8) Proof, if proof was needed, that not all unmodified buses turned early. 1507, (previously 883 when a 30 seat coach,) caught leaving the ferry on the Sandbanks side. Not one of Eastern Coachwork's most desirable designs but again, it had built-in convertibility, giving it a long life and indeed, it was thought suitably viable to be given full NBC livery.

In 1983, with privatisation in mind, Hants & Dorset was split into three operating companies. One of these was to mean the reappearance of a name lost a decade before, Wilts & Dorset. (9) Standing, looking almost proud, picking up passengers on the Sandbanks side was Bristol LH 3842, one of a batch acquired from Bristol Omnibuses, and rebuilt suitably to operate over the ferry. By now, the route number had changed, to the 150. Shell suits and mullets were the fashion then, not one I slavishly followed! The queue of cars seen behind was, and still are a regular feature of sunny days. In an early form of getting priorities right, buses always got on the ferry first. Near the ferry landing stage on the Sandbanks side could be found the foot ferry which would take you to the solitude that is Brownsea Island with its secluded woodland, water fowl reserve and of course, red squirrels. The Sandbanks area is also known for having some of the most expensive real estate in the world.

At the beginning of 1994 a new, larger ferry took up station. It's the fourth boat to operate the service. This combined with the rebuilding of the loading ramps meant the route could be operated with double deckers. Now this was as close to perfect as it gets. I'll describe a journey taken several years ago. It started at Norden station on the Swanage Railway. The six mile journey to Swanage passes through Corfe Castle and there is a definite possibility of being hauled by a (10) West Country Class 4-6-2 steam engine. On arrival at Swanage, a few paces outside and an open top bus was waiting. In the photo 3151 had just pulled up, its passengers performing the reverse journey. 3151 was a (11) Northern Counties bodied DAF DB250 acquired from Wall of Manchester, and was carrying the previous owner's cherished registration number. Top deck seat, of course then off to Bournemouth via the ferry. Time for a walk, some photography, an ice cream then pick up the 150 back to Swanage and on by train to Norden. Three favourite forms of transport achieved in one day, brilliant.

In 2009, a dozen new Optare Visionaires, some open top, were acquired for the newly renamed 'Purbeck Breezer' services. Within a few years, these were soon to be followed by the current fleet of Volvo B5tIs with MCV 'EvoSeti bodywork. I've used a drawing for this (12) because of their cartoonish style of livery and logos.

And what of the model I hear you ask? It took two years to complete at a scale of 1ft to a mile and ending up just over 12ft long and about 6ft wide. My specialist contribution to the project were a half a dozen miniature wooden H&D Bristol LLs, one mounted on a model of the ferry complete with silver hauling chains.



(7)



(10)



(12)

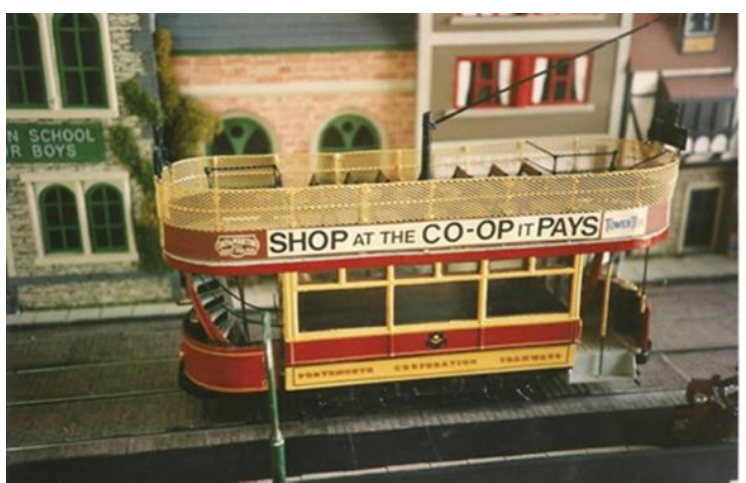


IT WAS BOXING DAY 1970 MY DAD HAD TO WORK SO I WENT ON SOME TRIPS WITH HIM , SO MET HIM IN HAVANT AND GOT ON HIS BUS A LEYLAND LEOPARD ON SERVICE 43 TO WESTBOURNE CHUCHERS CORNER IT SNOWING HARD AS WE LEFT I MANAGE TO GET SOME PICTURE IN AT WESTBOURNE , I THEN RETURN BACK ON THE BUS TO HAVANT AND THE BUS CHANGE TO A 67 TO ROWLANDS CASTLE ,WHEN WE GOT TO STAUNTON ARMS I SAW THE NORMANS COACHES PARK ,I THOUGHT THAT WOULD MAKE GOOD PHOTO TOLD MY DAD I PICK HIM UP ON THE WAY BACK I GOT THE PICTURE JUST RIGHT IT WAS VERY COLD AND I WAS GLAD FOR DAD TO COME AND TAKE ME HOME.

PHIL SAVIN (Photograph came third in the Geoff Burrows Trophy competition 2019)

Bus rally at the Romney, Hythe & Dymchurch Railway in 1995. Adrian Willats scans some more prints...

A selection from a bus rally which, so far at least, I have only visited once! As can be seen, good weather and a wide selection of buses were enjoyed.



30 July 1929

The watch committee of the Birkenhead Corporation has deferred consideration of the following applications to ply for hire on long-distance services to and from Birkenhead :Messrs. James Pearson and Sons, Liverpool; U.N.U. Motor Omnibus Services, Caernarvon ; Tourist Motor Coaches (Southampton), Ltd., Southampton.

"Buses & Model Railways" Part 7 - by Adrian Willats.



This time my selection comes from layouts seen at the Solent Model Railway Group's "Eurotrack" show in Southampton, which I visited on Sunday 25 February 2018.



Recognise those scary-looking children's faces, on the poster being put up by the man on the ladder? This layout is set in 1967 and "Pueblo de los Malditos" translates as "Village of the Damned"!

Operator News



Bee Line

PH1100658. New operating centre at Dairymac Limited, Lake View, Unit C Waltham Business Park, Brickyard Road, Swanmore, SO32 2SA for 6 vehicles.

Go Ahead South Coast Bluestar

PH1121126/433 New registration, Templars Way to Thornden School, No. 503, from 25 February 2019, School days only. This is the AM journey surrendered by Xelabus, PM journey remains with Xelabus. (David Etheridge). SN03EBV, Transbus Dart SLF(SFD6BACR33GW87125) B29F new to Musterphantom now 285 in the Heddingham fleet. Increase in vehicles at 200 SALISBURY ROAD, TOTTON, will be for 47 vehicles.

Hospital patients and visitors travelling by bus from the Isle of Wight to the mainland can now use their Southern Vectis Rover and Freedom tickets on Bluestar routes 17 and U6 to the Royal South Hants and Southampton General hospitals.

Bryant Coaches, Bedhampton

Acquired, CE59 ZLN. (Alan Lambert)

First Bus Southampton

Police are investigating an attempted robbery on the number 7 which stops on Townhill Way, near what was The Big Cheese pub. A man wearing a green scarf came on to the bus and demanded money he indicated he had a weapon in his pockets but nothing was seen. The driver refused his request and the man ran off. (Barry T)

Lucketts

W5 HLC now with Johnston, Sittingbourne. For sale £7000. (Barry T)

National Express

Cancellations of Existing Service.

PD0000738/264. Operating between PORTSMOUTH and LONDON (VICTORIA) service 031, from 08 April 2019.

Portsmouth City Coaches

Acquisition January 2019: Ex Stagecoach South P720 GND Volvo D10A/Alexander RL L87F. Acquired February 2019, BK11 CRX, Setra S416GT-HD C52Ft ex Shearings 328, chassis No. VKK63213423111525. It was joined by a second vehicle of the same type they have been re-registered N77 RJE was BK11 CRX & N77 EAE was previously BK11 CRU. YJ05PVY is still taxed may still be owned. G760 UYT & G503 SFT are both withdrawn (3/19). Dennis Trident 3379 RU is listed as V475 KJN but probably carries the RU number. N139 YRW is only on loan. Ex Compass Dart MX56 NLN is re-registered M555 ELK. Acquired 3/19: N139 YRW Volvo Olympian/ Alexander H45/29F new 6/96. Ex London United VA9. (The staff can't keep up with it either! Alan Lambert). Some local authority

contracts were gained from the demise of Richardson, Midhurst.

Portsmouth City Council

Plans to make the park and ride site bigger by building a multi-story car park on part of the current site at Tipner to create an extra 1,000 spaces. Portsmouth City Council will decide if it'll spend the £350,000 needed. (Barry T)

On Saturday 9/2/19, The News reported that Portsmouth City Council was awarded £1.5m by the Government to spend on 106 buses being operated in Portsmouth "to put them at the Euro Four emission level" [sic] by funding bus operators the upgrade exhaust systems according. In fact, most buses in the Portsmouth area are already Euro 5 or Euro 6 standard with only some Euro 4 buses to be upgraded to Euro 6 starting in April 2019. The report did not state which bus operators or vehicles will be involved. The News, 9/5/2019 page 9. (Robert Smith)

Wheeler's

YX11 HNU, AD Enviro 200 (SFD3E1AR5BGY12295) B39F new 2011 to Tate, Low Barugh, now with Hornsby, Lincolnshire re- registered NH11 BUS. PL17 FBV MobiPeople C67F in Jan 2019. SF11 HYB Mercedes Benz 1022L, Sitcar C35F in Feb 2019.

AE64 HFH Volvo B9R YV355P728FA169861Plaxton EL19/01 C59Ft in Feb 2019. (Bob Gray)

Winchester City Council

The new action plan includes promoting greater use of public transport, increasing park and ride capacity to encourage drivers to park outside the city. Winchester City Council's Cabinet will discuss the plan on March 25. Hampshire County Council will consider adopting the strategy in April.

Xelabus

Registration of New Services.

PH1098723/112, Bishops Waltham, Cricklemede to Itchen College via Fair Oak, Hedge End, No.191, College Days only. PH1098723/113, Whiteley, Yew Tree Drive to Itchen College via Swanwick No.192, College days only. PH1098723/114, Gosport, Cunningham Drive to Itchen College, No. 193, College days only. PH1098723/115 Bishopstoke, Underwood Road to Itchen College via Eastleigh, Chandlers Ford, West End, No.194. College days only. PH1098723/116 Portchester Precinct to Itchen College, via Fareham, Titchfield, Warsash, No.195, College days only. PH1098723/117 Hamble Square to Itchen College via Netley, Butlocks Heath, No.196, College days only. All effective from 25th Feb 2019. Cancellation PH1098723/95 Boorley Park and Hedge End Station X5, March 2019.



Road Traffic Accident on the A27.

A car and a lorry collided along the eastbound carriageway of the A27 between the junction with the A3(M) and the junction with Eastern Road (A2030) at about 1450 on Wednesday 5/12/18. The only Stagecoach bus service use the affected part of the A27 was the 700, long traffic queues ensued. All bus services were at a standstill or moving at walking pace. Buses on services 20, 21 and 23 were similarly delayed despite not using the affected part of the A27. The blockages were cleared and traffic dispersed between 2000 and 2100. [John Kirby]

Road Traffic Accident in Milton Road, Waterlooville.

A motorcyclist collided with a car in Milton Road at the junction with Sunnymead Drive at about 1705 on Saturday 29/12/18. Consequently, Milton Road was blocked until 1915. Bus services were affected as follows. 39 (HAVANT – WECOCK FARM) Diverted from St George's Walk via Maurepas Way, London Road, Lovedean Lane and Milton Road to Eagle Avenue bus terminus. 39 (WECOCK FARM – HAVANT) Diverted from Eagle Avenue bus terminus via Milton Road, Lovedean Lane, London Road and Maurepas Way to St George's Walk. The News, 3/1/19 page12. [John Kirby]

Road Traffic Accident along Portsdown Hill Road, Cosham, Portsmouth.

At about 1615 on Wednesday 30/1/19, a car slid off Portsdown Hill Road at the junction with Hilltop thereby hindering traffic along Portsdown Hill Road from 1615 to 1745. Bus services were affected as follows. 20 (PORTSMOUTH – HAVANT) Diverted from Northern Road via London Road and Ladybridge Road to Crookhorn Lane. 20 (HAVANT – PORTSMOUTH) Diverted from Crookhorn Lane Ladybridge Road and London Road to Northern Road. [John Kirby]

Stagecoach has released new timetables for the 37 and 38 Havant-Petersfield-Alton services, which take effect from 1st April. There will no longer be a through journey facility between routes 37 & 38 this at the request of Hampshire County Council. PK0002571/85 Chichester to Petersfield service 1054 / 54 timetable amendments from 21 April 2019. PH0005857/129 Havant and Petersfield service number 2037 / 37 / 637 from 31 March 2019, amended timetable. Basingstoke's 18514 was at Portsmouth depot on 20/2/19. [Shaun Daniels]

Awaiting Disposal. Winchester 18485 18491. Portsmouth 16932 16934 22850 22851 22852 22855 22857 22858 22862.

Allocation.

Chichester (62): Trident 17740 18081 18502. Volvo B7TL 16931 16933 16935. ADL E40D/Enviro 400 10001 10008 10009 19097 19098 19881 19882 19883 19884 19885 19886 19887 19900 Dart SLF 34518 35121 35122 35126 35127 35252. ADL Dart/Enviro 200 36014 36015 36016 36017 36018 36019. ADL E20D/Enviro 200 36823 36824 36918 36919 36920 37269 37270 37274. ADL Enviro 300 27556 27650 27653 27654 27661 27662 27663 27741 27742. ADL E30D/E300 (Gold) 27837 27838 27839 27840 27841 27842 27843. Optare Solo Slimline 47645 47646 47648. Optare Solo 47586 47587. Optare Solo SR 47932 47933. Reserve Fleet (1) Dart SLF 34546.

Portsmouth (76): Trident 18514 18516 18517 18518 18523. Trident 2/Enviro 400 19034 19039 19055 19063 19071 19077 19078 19090. Scania/Enviro 400 15987 15988 15989 15990 15991 15992 15993. ADL E20D/Enviro 200 36825 36826 36827 36828 36829 36830 36831 36832 36833 36925 37276 37277 37278 37279. Dart SLF 34608 34620. ADL E200MMC 11.8m 26146 26147 26148 26149 26150 26151 26152 26153 26154 26155 26156 26157 26158 26159 26160 26161 26162 26163 26164 26165 ADL Enviro 300 27557 27655. ADL E30D/Enviro 300 27861 27862 27863 27864 27865 27866 27867 27868 27869 27870 27871 27872 27873 27874 27875 27876 27877 27878.

Winchester (58): Trident 18310 18512 18521. Trident 2/Enviro 400 19069 19079 19081 19096 19099 19158 19159 19160 19161 19162 19163 19193. ADL Enviro 400MMC 10889 10890 10891 10892 10893 10894. Dart/Enviro 200 36024 36025 36026 36027. ADL E20D/Enviro 200MMC 37406 37407 37408 37409 37410 37411 37412 37413 37414 37415 37416 37417 37418 37419 37420 37421 37422 37423. Enviro 200MMC 10.8m 26041 26042 26043 26044 26045 26046 26047 26048 26049. ADL Enviro 300 27558 27559 27560 27561 27562. Optare Solo SL 47312. Tree Lopper Volvo Olympian 16527 allocated to Portsmouth.

In the Reserve Fleet, Trident 18520 at Winchester along with Dart SLFs 34546 at Chichester. Allocation, Tridents, 17740 to Chichester and 18514 to Portsmouth. Dart SLF 34518 transferred from Guildford to Chichester. Trident 18118 delicensed. Dart SLF paint shop float vehicle 34631 is currently allocated to Portsmouth.

On loan from Stagecoach London for Southern Rail (Rail Replacement) work, ADL Enviro 400s 10110/11/12 and 19871 at Portsmouth and 19869 at Chichester. 19869/70 returned to Stagecoach London's West Ham depot on Sunday 10th March whilst the four buses at Portsmouth transferred to Stagecoach West on Monday 11th March for Cheltenham Races duties before returning to West Ham.



VEHICLE ON LOAN TO FIRST HAMPSHIRE & DORSET LIMITED - CORRECTION.

63391 Wrightbus StreetLite Max DF MicroHybrid [Mercedes-Benz OM934 engine and gearbox]

B45F+30+0 variable to B39F+36+0 or B39F+35+1

Fleet No. 63391. Registration SK68 TXO. Chassis SA9DSRXXX18141676. Body A165. First licensed 12/18.

Delivered 11/12/18 in plain white without fleetnames but with plastic sheeting covering floor and seats to Hoeford Depot of First Hampshire & Dorset Limited (63390). Entered service at Hoeford Depot on services X4 and X5 on 20/12/18. Rather than a demonstrator, this bus appears to be part of a batch intended to be dealer stock and diverted to First Hampshire & Dorset Limited as a courtesy bus while another StreetLite has major repair work.

FIRSTSOLENT BUS SERVICES.

PH0006159/487 Southampton City Centre to Marwell Zoo via Eastleigh route M1 from 06 April 2019 up to half hourly.

F2 (FAREHAM – HIGHLANDS – FAREHAM) (PH0006159/375)
Operates in one direction only: No route alteration from Monday 4/3/19. Frequency reduced from hourly to every two hours from Monday 4/3/19.

F3 (FAREHAM – PORTCHESTER) (PH0006159/376)
Both directions: To be withdrawn on close of service on Saturday 2/3/19 due to inadequate patronage. Notices affixed to bus stops in the area suggest that intending passengers use services 3 and X4 instead.

SD4 (BISHOP'S WALTHAM – CROOKHORN) (PH0006159/363)
Both directions: Withdrawn on close of service on Friday 1/2/19.

Note: Licence PH0006159/363 only allowed students of Havant & South Downs College to use this service.

SD4 (BISHOP'S WALTHAM – CROOKHORN) (PH0006159/478)
New service on college days only from Monday 3/2/19.
Note: Same routes and timetables in both directions as PH0006159/363, but new licence PH0006159/478 allows the general public to use this service as well as students of Havant & South Downs College.

SD5 (GOSPORT – CROOKHORN) (PH0006159/362)
Both directions: Withdrawn on close of service on Friday 18/1/19.

Note: Licence PH0006159/362 only allowed students of Havant & South Downs College to use this service.

SD5 (GOSPORT – CROOKHORN) (PH0006159/475)
New service on college days only from Monday 21/1/19.
Note: Same routes and timetables in both directions as PH0006159/362, but new licence PH0006159/475 allows the

general public to use this service as well as students of Havant & South Downs College.

SD7 (SOUTHSEA – CROOKHORN) (PH0006159/395)
Both directions: Licence PH0006159/395 has always allowed the general public to use this service as well as students of Havant & South Downs College, so no change of licence is necessary.

X4 (PORTSMOUTH – SOUTHAMPTON) (PH0006159/315)
Outward: To be diverted from Delme Roundabout via Eastern Way to Quay Street Roundabout from Easter Sunday 21/4/19 due to worsening traffic congestion along East Street and West Street in Fareham. No timetable alteration from Easter Sunday 21/4/19.
Return: No route alteration from Easter Sunday 21/4/19. No timetable alteration from Easter Sunday 21/4/19.

10 (GOSPORT – FAREHAM) (PH0006159/334)
Both directions: No route alteration from Monday 4/3/19. Timetable to be revised from Monday 4/3/19, but will still be approximately hourly with six journeys each way.

20 (FAREHAM – WICKHAM) (PH0006159/348)
Outward: No route alteration from Monday 4/3/19. Timetable to be revised on Mondays to Fridays from Monday 4/3/19, remaining every 70 minutes but starting from 0920 instead of 0810 and last journey at 1735 terminating at Knowle Shops, due to reduced funding from Hampshire County Council. Timetable to be revised on Saturdays from Saturday 9/3/19, remaining every 70 minutes but starting from 1030 instead of 0810 and last journey at 1510 terminating at Knowle Shops, due to reduced funding from Hampshire County Council.

Variations from Monday 4/3/19: If Fareham Bus Gate malfunctions, buses will operate from FAREHAM BUS STATION via Hartland's Road, Portland Street, Quay Street Roundabout and Western Way to Station Roundabout. One journey on Mondays to Saturdays will start from FAREHAM

BUS STATION and operate via standard route to and terminate at KNOWLE SHOPS.

Return: No route alteration from Monday 4/3/19. Timetable to be revised on Mondays to Fridays from Monday 4/3/19, remaining every 70 minutes but starting from 0725 instead 0723 and last journey at 1658, due to reduced funding from Hampshire County Council. Timetable to be revised on Saturdays from Saturday 9/3/19, remaining every 70 minutes but starting at 1104 and last journey at 1324, with two short workings starting from KNOWLE SHOPS at 1004 and 1532 and operating via standard route to FAREHAM BUS STATION, due to reduced funding from Hampshire County Council.

Variations from Monday 4/3/19: Two journeys will start from KNOWLE SHOPS and operate via standard route to FAREHAM BUS STATION.

21 (FAREHAM – HILL HEAD – FAREHAM) (PH0006159/377)
Operates in one direction only: No route alteration from Monday 4/3/19. Timetable to be revised from Monday 4/3/19 to operate every two hours from 0845 to 1645 (Mondays to Fridays) or from 0845 to 1445 (Saturdays) due to reduced funding from Hampshire County Council.

Variation from Monday 4/3/19: On Mondays to Fridays one journey will start from STUBBINGTON SHOPPING CENTRE, then operate via standard route to Hill Head and FAREHAM BUS STATION.

21A (FAREHAM – HILL HEAD – FAREHAM) (PH0006159/377)
Operates in one direction only: To be withdrawn on close of service on Saturday 2/3/19 due reduced funding from Hampshire County Council.

27 (ROWLAND'S CASTLE – HAVANT – EMSWORTH) (PH0006159/386)
Outward: No route alteration from Monday 4/3/19. Timetable to be revised from Monday 4/3/19 due to reduced funding from Hampshire County Council. The service will still operate essentially every two hours, but only between 1000 and about 1730 with a hiatus at lunch time.

Variations from Monday 4/3/19: One journey on Mondays to Saturdays will start from ROWLANDS'S CASTLE, UPLANDS ROAD, then operate via standard route to terminate at HAVANT BUS STATION. One journey on Mondays to Saturdays will start from HAVANT BUS STATION, then operate via standard route to EMSWORTH, NORTH STREET. Return: No route alteration from Monday 4/3/19. Timetable to be revised from Monday 4/3/19 due to reduced funding from Hampshire County Council. The service will still operate essentially every two hours, but only between 1000 and about 1730 with a hiatus at lunch time.

Variations from Monday 4/3/19: One journey on Mondays to Saturdays will start from EMSWORTH, NORTH STREET, then operate via standard route to terminate at HAVANT BUS STATION.

28 (FAREHAM – WHITELEY) (PH0006159/275)
Outward: No route alteration from Monday 4/3/19. Timetable to be revised from Monday 4/3/19 to operate on Mondays to Fridays only due to reduced funding from Hampshire County Council.
Variation from Monday 4/3/19: One journey on Mondays to Fridays will start from FAREHAM BUS STATION, operate via standard route to terminate at SEGENSEWORTH WEST INDUSTRIAL ESTATE.

Return: No route alteration from Monday 4/3/19. Timetable to be revised from Monday 4/3/19 to operate on Mondays to Fridays only due to reduced funding from Hampshire County Council.

28A (FAREHAM – WHITELEY) (PH0006159/275)

Outward: No route alteration from Monday 4/3/19. Timetable to be revised from Monday 4/3/19 with fewer journeys due to reduced funding from Hampshire County Council.

Return: No route alteration from Monday 4/3/19. Timetable to be revised from Monday 4/3/19 with fewer journeys due to reduced funding from Hampshire County Council.

Road Works in Isambard Brunel Road, Portsmouth.

Isambard Brunel Road between its junctions with Dugald Drummond Street and Greetham Street was closed to traffic from 2000 on Wednesday 23/1/19 to 0600 on Thursday 24/1/19. Bus services were affected as follows.

1 (PORTSMOUTH – SOUTHSEA) & 2 (PORTSMOUTH – PAULSGROVE) Diverted from Commercial Road [South] via Station Street, Arundel Street and Holbrook Road to Bradford Junction. 1 (SOUTHSEA – PORTSMOUTH) & 2 (PAULSGROVE – PORTSMOUTH) Diverted from Bradford Junction via Holbrook Road, Arundel Street and Station Street to Commercial Road [South].

7 (PORTSMOUTH – WECOCK FARM) Diverted from Winston Churchill Avenue via Winston Churchill Avenue, Bradford Junction, Holbrook Road, Arundel Street and Station Street to Commercial Road [South]. 7 (WECOCK FARM – PORTSMOUTH) Diverted from Commercial Road [South] via Station Street, Arundel Street, Holbrook Road, Bradford Junction and Winston Churchill Avenue to terminate at its normal stop.

Road Traffic Accident along Portsdown Hill Road, Cosham, Portsmouth.

At about 1615 on Wednesday 30/1/19, a car slid off Portsdown Hill Road at the junction with Hilltop Crescent, thereby blocking Portsdown Hill Road to traffic from 1615 to 1745. Initially, buses were not diverted because traffic was still moving, albeit slowly. From 1645 to 1745 bus services were affected as follows.

7 (PORTSMOUTH – WECOCK FARM) Diverted from Northern Road via London Road and Ladybridge Road to Stakes Hill Road. 7 (WECOCK FARM – PORTSMOUTH) Diverted from Stakes Hill Road and Ladybridge Road and London Road to Northern Road.



Go Ahead re-paints for Salisbury Reds new branding currently going through Hants & Dorset Trim, Eastleigh.

© Bob Winkworth.

The John Bulman Collection



Two from Provincial. Above SNN71 and below XNU 421.



From Nigel Appleford

Two trips in prospect, the first from Clive Wilkin:

PROPOSED COACH TRIP TO CARLTON COLVILLE SATURDAY 11th MAY 2019

The East Anglia Transport Museum at Carlton Colville near Lowestoft, offers period street scenes and buildings housing its collection of buses, trolleybuses, trams and other vehicles. A trolleybus circuit and tramway allow the operation of the museum's fleet of trams and trolleybuses from the British Isles and Europe. There is also a 2ft narrow gauge railway.

On the 11th May there will be a celebration of the 1950s with a seaside flavour as the museum launches into service Hastings Sunbeam/Weymann trolleybus no.34 (BDY 809). They will also be operating all their available south coast trolleys including Portsmouth BUT/Burlingham no.313 (ERV 938).

We will be using a coach from the Portsmouth City Coaches fleet, leaving Portsmouth at around 0800. This will permit a stay of approximately 4 hours at the museum.

The fare, inclusive of entrance into the museum, will be around £29 for adults, £28 for seniors and £26 for children

PLEASE LET ME KNOW AS SOON AS POSSIBLE WHETHER YOU WISH TO GO ON THIS TRIP. IF THE ANSWER IS "YES" I WILL SEND YOU OUT AN APPLICATION FORM ONCE ALL THE FINAL DETAILS HAVE BEEN TIED UP.

This is not just for CPPTD members. Members of other enthusiast groups within the Solent area, wives, girlfriends and interested members of the public will be welcome.

Clive Wilkin, 94 Kings Road, Cowplain PO8 8UT email: clivewilkin@btinternet.com phone: 02392 256602.

The Robert Martin Archive



Two from Southdown. Above L184 EWU and below WYJ 171S.



And below, one from Devon 2013, First T291 JLD.



The second is potentially a trip to KNIGHTS RAIL SERVICES, EASTLEIGH.

Although the VTG will take the lead on this one, it is open to anyone who might be interested. The trip has no date yet but it will have to be on a Saturday morning and will start around 10.00. We need a minimum of 15 people to enable the trip to go ahead and it will cost £10 per head (plus your individual travel to Eastleigh of course). Please note that is Knights' fee, we're not making anything!

If you are interested please speak to me or let me know by e-mail (nigel.appleford@btinternet.com)