



Southampton Altantean 267 at Lords Hill. The RM 694 came down for demonstration on the route, two other drivers and myself took the bus for run out. This was first RM in Southampton.

Phil Savin

Solent Omnibus Club established 1969



Are we there yet? As I sit here on the Spring Equinox with the daffodils in full bloom, the sun shining brightly and the buses passing the cottage door with passengers on board, the optimistic answer must be: nearly. We have a road map and a government that is spending cash as if it was going out of fashion. Boris made an 'essential' journey all the way from London to Birmingham to be photographed sitting behind the wheel of a National Express bus, just to tell us the industry has a bright future and announcing £3bn for 4,000 new environmentally friendly buses, ticket price caps, and miles of new bus and cycle lanes.

Rewinding to February 2020 and the government announced £5bn for 4,000 new environmentally friendly buses and several other schemes not dissimilar from the 2021 announcement. If I understand this correctly, in the space of 13 months the spending programme has shrunk £2bn whilst the remaining monies are spread thinner. Ultimately, the question must be, how much of this cash will appear and will it be focused enough to make a difference?

What is an environmentally friendly bus and in what context should we place it? We have diesel engines from an industry that has worked hard to improve its green credentials and could probably achieve more, supported by a refining industry that has already paid back its original environmental impact cost, but suffers from a negative public perception of an increasingly woke society. Battery technology has yet to prove both its longevity and cost effectiveness whilst causing huge environmental destruction by mining vast areas of Africa in the search for raw materials. Britain has turned away from generating electricity from coal, but councils have embarked on an expansion of incinerators to burn recycling waste for electricity, which generate higher Co2 emissions than coal. Hydrogen appears to offer the flexibility of diesel but again the environmental impact of production is currently greater than the savings from its use. Whatever the outcome, 4,000 buses spread across the country is likely to have little impact unless matched by the equivalent level of purchasing, as a minimum, from the private sector.

Bus and cycle lanes are without doubt a marmite subject, a point made very apparent locally since the Covid outbreak. Winchester took the decision to reduce the width of the city centre one-way system in favour of wider pavements and cycle paths. The impact on bus services was immediate with increased running times, even during lockdown when traffic movements were greatly reduced. Southampton installed cycle lanes down The Avenue as part of the City centre to Chandlers Ford cycle network. In doing so, they reduced one of the major routes into the city from two lanes for all traffic to one, and amended junction layouts. This was quickly reversed for part of the route but not all and the new junction layouts remain. As a result, bus services now suffer increased journey times caused by sharing highway space with all other road users except cyclist. These knee-jerk reactions by both local councils were ill thought-out but emphasize what can happen if proper traffic flow analysis is not undertaken. The government's spending plans say that implementation of bus lanes and cycle paths is an urgent priority and the finance is only available for a limited period. However, if implementation is ill thought through vast sums could be wasted.

We could be entering an exciting period for the bus and coach industry, one not to be squandered, but we need professional, dedicated staff with an in-depth knowledge of the industry and infrastructure required, something highlighted recently as somewhat lacking. Today, operators no longer look for graduate trainees from the industry, but pick from the wider graduate pool and local authorities appear not to require MCIT as a minimum for senior management. I wonder what James Freeman thinks of his replacement being from the taxi industry? The industry has always thrived on people with a mix of professionalism and enthusiasm and now they are needed more than ever as the industry looks to build on its post covid era.

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

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We continue with the virtual meeting on the first Friday of each month. Members continue to offer up a varied selection on each chosen topic which have been well received. There are two virtual meeting remaining before normal service is, hopefully, resumed in July. The May meeting is titled 'From Roe to Switch Mobility ~ The Optare Years' and in the second half, members have the opportunity to review their PSV lockdown reading and viewing. For June, we will have the 'SOC seaside coach rally'. Full details of both meetings appear at the end of the current virtual meeting. It would be interesting to have contributions from members who have not previously contributed.

My thanks goes to all those who have contributed items for this news sheet, please keep it coming.



**CITY OF SOUTHAMPTON
TRANSPORT DEPARTMENT**

Services 1, 3, & 16

**CONVERSION
TO ONE-MAN
OPERATION**

**Sunday,
17th May, 1970**

As from Sunday, 17th May, Services Nos. 1, 3 and 16 will be converted to one-man operation at all times, with the exception of certain peak hour extras.

Certain changes of route will be made in connection with this conversion and all passengers should note the following:—

1. Service No. 1 will be extended to Floating Bridge, Southampton at all times, except after 6.00 p.m. and on Sundays.
2. Service No. 3 apart from certain peak hour journeys will terminate at Pound Tree Road and will not be extended to Floating Bridge, Southampton.
3. Service No. 16 will operate around Weston Estate and link up with Service No. 8 at all times similar to the present evening and Sunday pattern. It will be operated by single deck buses. Note also that the Number "16" will apply to the complete route from the City via Bitterne, Kathleen Road, Woolston and Peartree to the City. Journeys in the reverse direction will be numbered "8" over the full route.

EXAMPLE:—Passengers wishing to travel from the City to Weston via Peartree should board an "8".
Passengers wishing to travel from Weston to the City via Peartree should board a "16".

WHY ONE-MAN OPERATION?

The Department has introduced one-man operation for two reasons:—

1. To reduce turnover of staff.
2. To save money.

One-man operation increases productivity and enables the Department to attract and retain staff by offering higher earnings.

By introducing one-man operation the Department has made savings which enabled fares to be held at the same level from 1967 to 1970. Money saved by one-man operation, whilst not eliminating the need for further fare increases in a time of rising costs, must inevitably delay them to some extent.

HOW CAN PASSENGERS HELP?

One-man operation may be slightly slower by its nature, but if every passenger offers the correct fare when boarding, this will speed his own and other passengers' journey to their destination.

Teething troubles can sometimes occur during the first period of operation but conductors will be available on these services for the first few days to assist passengers.

Please give the new system a fair trial. Remember it is in your financial interest for it to be a success, but it also needs your assistance.

THANK YOU.

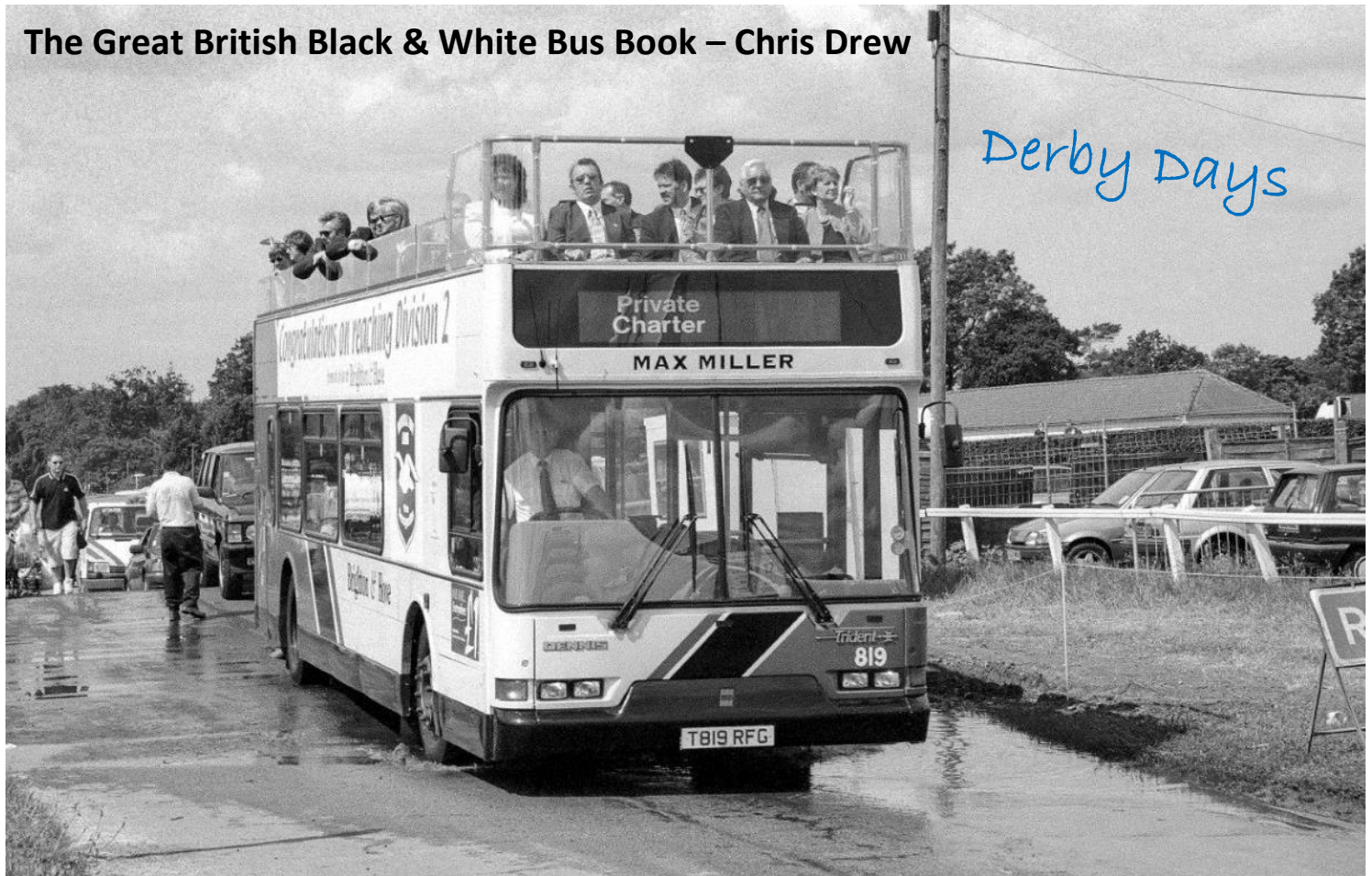
Hard to believe this was fifty-one years ago. Even harder to comprehend is the fact I was there at the time, sitting in the office watching it go on around me.

Out of the window I could see these new-fangled buses called Atlanteans with doors at the front.

Stacked up in the office, in their little brown carrying cases, were new high technology TIM ticket machines just waiting to be deployed.

In such a short space of time this has all disappeared; the buses; ticket machines; the operator; the depot, and all the staff retired.

Original printed on pale yellow paper, background colour removed during scanning.



It's better than a bus rally. Every bus enthusiast must go there at least once, well, twice really to make sure the first time was not a dream. The first time I went I was staggered by just how many buses and coaches came at me at so many angles. And what stuff it was. Almost every region of the country was represented, some drivers having travelled several hundreds of miles to do the gig, in a not to nice, near retirement, 30mph, draughty open top bus and of course, there's the trip back.

Above: "Soft going today, don't like it when it's soft, do we ladies?" Probably a line that Max Miller, 'The Cheeky Chappy', may well have used in his illustrious career in the music hall, being as he was, the king of the double entendre. His name, like many other people's connected with Brighton and the surrounding area have been used on the front of Brighton and Hove's fleet. 819 (T819RFG) carries on the tradition of open top buses from the Brighton area appearing at the Derby. This East Lincs bodied Dennis Trident ushered in the new generation of low floor buses to the scene.



The roar that emanates from the long stand when two horses are battling it out neck and neck up the straight to the finishing post has to be heard to be believed. Its far louder than any football match. That long stand is seen in the background as East Kent's 53 seat Duple Dominant II bodied Leyland Leopard climbs away from the entrance gate and up onto the Hill. This is the next stage after arrival and the jostling for positions can be fun to watch. An experienced driver can make or break the day.



Southern Vectis 702 (CDL899), a regular performer at the Derby. A Bristol K. Now, I know it's not really the done thing to tell a ladies age so you look it up.



I am red faced, almost ashamed to say that this was the one and only time I ever saw a Guy Wulfrunian move in anger up beside me. WHL970 then owned by Crouch End Coaches, romantic eh! It had been, like almost the rest of her kind, in the pay of West Riding Automobile Company Ltd. She started life as 970, entering service in 1963. There were 137 Wulfrunians built between 1959 and 1965 and all but a few eventually ended up with West Riding.



Seen on top of the Hill, this bus betrays most of her history. The registration HHF9 puts it amongst the first batch of Leyland Atlanteans to hit the road at the end of the 50s. Wallasey Corporation had been the first municipal operator to place a fleet of these in service, at the princely sum of £6,250 each. The number 209 was given to it when the Merseyside PTE was formed and the fleets of Liverpool, Birkenhead and Wallasey were joined together to operate as a single entity. 209 became part of the Wirral division and as such gained a blue livery and ensignia losing her original sea green and cream. Later life included a stint with the Castlepoint Bus Company as the lettering shows plus a feint 33 on the dash panel which may have come from that time as well. If you move your eyes to the background, a good selection of buses from the south coast can be found.



Another Fleetline, this time Southend's 351 (WJN351J) hauls itself into the lower parking area looking like a turtle trying to get up a tropical beach to lay her eggs. The driver gets the wave from an official and moves to his position on the rail near the run in. She was brand new and carried a simple but handsome Northern Counties body.



Ah, you say. Midland Red, you say. Not a company instantly associated with open top buses. The place, the five furlong starting gate. The original starting place for the Derby when it was a real sprint. 991 (SHA882G), an Alexander bodied Daimler Fleetline, found one year leaning up against the 'Pimms' tent just after the horses had bolted for the finish line. It was usually found, as might be guessed, plying here trade round the streets of Warwick. As a side line to my bus hobby, I've been interested in reading words into registration plates and joining up the places they come from, i.e. ONE - Manchester Corporation trolleybuses and TWO - Red & White Bristol but this one really had me stumped.



Once in place by the rail, the betting stalls move in to fill any remaining space effectively hemming the buses in for the rest of the day. While the drivers have wandered off, possibly to put a bet on, the members of the group who hired the buses try to make their name known to the general public. These two have had a long journey. They both belonged to the Merseyside Passenger Transport Executive (Southport District). 184 and 187, both all Leyland PD2/3s built in 1947 can't have been the most comfortable rides for their drivers, and they still had to go back. Now, what would have really been interesting to see doing the Derby might have been Southport's open top Bedford QL ex Army lorries with bodies by Rimmer, Harrison and Sutherland, but alas, it was not to be.

I have purposely not given any dates with these photographs because I consider them to be without a time. They could have been taken at any of a number of Derby Days.

"2019 Stokes Bay Rally - Adrian Willats was there..

Having enjoyed a busy rally, well attended by both vehicles and traders' stalls, for the previous three years, I was slightly disappointed by the reduced stall numbers in 2019. Vehicle numbers were perhaps also slightly down on the year before, but the regular comings and goings on the free service to the ferry, plus of course the multi-vehicle "cavalcade" in the early afternoon, kept quite a few cameras busy. Bargains were still to be found on the few stalls selling books, whilst I was able to 'relieve' the FoKAB stall of no less than fifty of their very cheap 20p slides!

The organisers, visitors and traders were all lucky with the weather - sunny at times, grey now and then, but staying dry! Let's hope that a few more traders will boost the numbers for 2020 - I will be there to see if they do! Thanks to all involved in staging what has become an enjoyable annual event for this particular enthusiast!



Recently preserved First 42728 (T728 REU), seen at the rally and now in the care of the Provincial Society. My journey back to the ferry was on this bus.

One of two Stagecoach double deckers attending with special "30 years" branding. Seen from upstairs on Southdown Atlantean 731 as the cavalcade queued to depart.

YJ55 KZX of Portsmouth City Coaches (in Co-op overall advert livery) and close up of 1981-style NBC "Chairman's Award" logo sticker on Atlantean 731. Your writer thought that its appearance with fleetnames was his personal highlight of the day, as it seems so long since they had been carried. According to "a source connected with the owner", they had only been applied earlier that



"Buses & Model Railways" in Part 23, Adrian Willats visits exhibitions at Upwey and Tolworth.



THIRTY, YEARS AGO (First published in news sheet No.12 Nov/Dec 1979)

Volume 1 Number 1 "Buses illustrated" appeared November/December 1949. The front cover showed H&D TD 876 HLJ25 a Bristol K6A. This was one of a batch delivered in December 1943 which went direct to London Transport, in the picture it is on route 336. 'Local' mentions in the very first 'Buses' were of Aldershot & Dist. 'Setright' tickets; John Gillian had an article on Dennis buses & coaches, he also had an article entitled 'Seeing the sights by Service bus' - a tour of Kent, Surrey, Hampshire & Sussex. He had two sea crossings- Gosport Ferry & Woolston Floating Bridge.

David Lindsell – Andover Diary

The line between Basingstoke and Andover was closed for the week for essential maintenance work to take place. Coaches noted on the 28th December were:



WJ67MWN, VDL FHD2-122 C57Ft and WJ17EZG, VDL FHD2-129 C59Ft of Amport and District. 37422 (YV65PYY) a Alexander Dennis Enviro 200MMC B37F new in 2015 to Stagecoach South.



Left: Stagecoach Bus 10699 (SN66VVK), a Alexander Dennis Enviro 400, is seen on an Active 8 working to Salisbury outside Andover Station on the afternoon of 18 February 2021. Right: Salisbury Reds 1545 (HJ63JKO) a Alexander Dennis Enviro 400 seen in Western Avenue, Andover heading an afternoon Active 8 service to Salisbury on the 16 February 2021.



Former Aldershot and District Dennis Lance 145 (GOU845) with East Lancs Body seen at Chawton in 1991 and at a Broad Street, Portsmouth Open day in 1996.



Former Southern Vectis Bristol with open top body (DDL50) along with (CDL899) in 2002 and Southdown (GCD48) in 1997.

Border Offa's variety. (A journey from Hereford in the south to Chester in the north) Barry T.



It is generally accepted that when you drive around Northern Ireland, at some stage, you will unknowingly cross the border into the Irish Republic. Usually, the first signs that you have done so are the petrol stations displaying prices in Euros: zig-zagging to and fro the two countries is just part of the day out. UK devolution has in a minor way brought about a similar situation on the mainland, although, until the outbreak of Covid 19, it has never been an issue or entered people's consciousness. However, if you are near the English/mid-Welsh border, you may move in and out of each country whilst travelling along one road and the only indication that something might have changed is the language on the road signs. Covid 19 and 2020 have brought the devolution issue into focus with each devolved power setting its own regulations and differing travel restrictions

In 2020, whilst travelling along the Shropshire/Powys border, a new road sign said "Welsh covid rules apply on the right" - does that mean a driver needs to don a face mask before overtaking the car in front? That road sign set me thinking. How are operators along the meandering mid-Wales/Shropshire/Herefordshire border coping? If people look at a map of the area and think the border is reasonably straight, they are looking at the Offa's Dyke long distance footpath and not the convoluted national border which weaves its way east/west on the way from south to north. I have no answers to the operator question and I made no effort to engage with any depot staff to find one. I might have been travelling around but social distancing remained a priority, and the car was a safe haven. However, I thought it would be interesting to examine the issue from the comfort of my study/armchair.

Starting in the south with Sargeants Coaches of Kington, Herefordshire, in the eighteen months since my last visit, this fleet has undergone a major change. Out have gone several of the older coaches along with the Optare Excels and Tempos, and in have come newer Optare products, including a small batch of Metrocities - of the 20 vehicles 17 are buses. The town of Kington lies 3km east of the Welsh border with Sargeants being the only provider of bus services. Their primary service being the 461/462, Hereford-Kington-Llandrindod Wells, crossing the border just west of Kington. Whilst the focus is very much on Hereford, it being the only major conurbation for many miles around, Llandrindod Wells does offer a major interchange point for onward travel in Mid-Wales. The other core route for the company is the 41, operating two hourly between Kington and Knucklas, crossing the border at Presteigne. Apart from the first six kilometres, the majority of this service is on the Welsh side of the border, serving the two large Welsh communities of Presteigne and Knighton. Lady Hawkins is a large secondary school in Kington, with a wide catchment area, and Sargeants operate eight timetabled services into the school, six of which cross the border with service number 43 starting in England before continuing across the border, completing a long circular route and returning via a different border crossing point. These services must have been a nightmare in 2020 with both sides of the border having different school and community lockdowns.



The town of Presteigne with a population of 2,710 sits on a small outcrop of border just 1km wide that pokes into England. Apart from the aforementioned Sergeants bus service, the town also has a Monday only X11, Builth Wells-Ludlow cross border service operated by Celtic Travel. The town also has a secondary school attracting pupils from the surrounding rural area with two of the featured operators, Weale's Wheels of Llanddewi and Owens of Knighton providing services.



Weale's Wheels of Llanddewi has a depot in the heart of this small village from which it operates a fleet of fifteen coaches and minibuses of varying ages, the most modern being a Mercedes Benz Tourismo. The majority of contracts are centred along the A483/A44 corridor.

Moving north to Knighton - a town that both sits on the border which more-or-less follows the river Teme at this point, and on the Offa's Dyke trail. As previously mentioned, the town has a regular bus service provided by Sergeants, and it also has a Monday X11 service provided by Celtic Travel. Additionally, Arriva operate the 738/740 four days a week to Ludlow, meaning all routes serving the town originate in Wales and terminate in England. The town is home to Owens Motors, a fourth-generation family business tracing their history back to 1897 and currently operate a mixed fleet of twelve vehicles. The company is in a unique situation having an operator's licence with a legal address in Wales whilst the depot is situated in England just a few yards up the road.



Staying on the English side of the border, heading north to the small Shropshire village of Newcastle, home to the depot of M&J Travel with a mixed fleet of twelve coaches. This is a typical coach operator offering private hire, UK holidays and school contracts on both sides of the border. The fleet is smart and always well presented. Quite how this company find their drivers when the number of houses in the village is almost identical to fleet size and there is no nearby sizeable town, on either side of the border, is a mystery.



If I had to define one operator at the centre of this article it would be Celtic Travel of Llanidloes, a town in the middle of Wales. The company is one of the largest independent coach/bus operators in mid Wales and currently operates 30+ vehicles of varying sizes, including TRN 662A, new to Barrow Corporation as CEO 952, and a 1958 Leyland PD2/Park Royal acquired from Mac Tours and still in their colours. It has two depots - one in the centre of Llanidloes and a larger maintenance depot on an industrial site south of the town. Nine bus services are currently operated including Traws Cymru X75 (Shrewsbury/Rhaeadr), however most originate around Builth Wells/Llandrindod Wells and extend north to Shrewsbury, west to Aberystwyth, east to Ludlow and Hereford, and south to Carmarthen. Whilst the coach operations cover an area boarded by Aberystwyth/Welshpool/Machynlleth/Brecon/M4 Magor services.





Moving on north and crossing the border, just one mile back into England, is the depot of Minsterley Motors which is in the middle of nowhere at Pennerley. Another mixed bus/coach fleet of 30+ vehicles established for more than 50 years. Seven local bus services are operated, centred around Shrewsbury and Ludlow with one route extending across the border to Newtown, Powys. At this point the border takes a turn west and south before abruptly reversing direction and once again heading north. Here just inside the Welsh border we have Tanat Valley with two depots, half-a-mile apart, along the valley road leading to Llanrhaeadr-ym-Mochnant.



Established in 1920 and still owned by the same family, Tanat Valley currently operate a mixed fleet of 44 vehicles, consisting of Optare products for the bus operations and DAF/Volvo/Mercedes for the coach fleet. Pride of the fleet is a 1962 Leyland Tiger Cub (YRC 194) with Alexander DP41F body, new in 1962 to Trent. This operator, probably more than any other independent along the English/Welsh border, makes its living equally from both countries. Oswestry, Shropshire being the nearest town is a focal point for many of the nine bus services currently operated including the Traws Cymru T12 to Machynlleth.

North of Oswestry, it becomes primarily old Crosville territory and Arriva Midlands North crosses into Wales with the hourly 2 to Wrexham and finally reaches the northern limit of the Welsh border at Chester with the now much reduced, hourly Arriva Wales 1. Wrexham became a hot-bed of competition after deregulation with companies such as Wrights becoming a major provider for a short while. In more recent times GHA and D. Jones both made short lived incursions into the tendered service network, and both defeated by poor fiscal management and run-ins with the Traffic Commissioner. Today Pats Coaches is the only independent operator offering a cross border service, with the 146 to Whitchurch, a small market town just one mile into England.

This article is not the time for reviewing services from Chester, despite the city boundary being on the border. After the breakup of Crosville and deregulation, many smaller operators came and went. Today only one independent survives on services into Wales with the majority of routes being part of the Arriva Wales network.

The 160 miles of the Anglo-Welsh border is a convoluted route. No one setting the boundary line in 1536 could have foreseen the two nations once again separating under devolution, but if Covid 19 continues, we might need to remember our passports when next boarding a bus.

John Chadwick

David Etheridge writes:

I have just been informed that John Chadwick who started Solent Blueline (now Bluestar) along with Peter Shelley passed away in Basingstoke Hospital on the 18th February.

His funeral is next Wednesday but is a restricted event due to Covid-19.

After selling Solent Blueline to Go Ahead John started another company Countywide, which operated in the Southampton and Winchester area to start with but then settled in Farnborough. John later sold this company to Stagecoach after which he retired as far as I can tell.

Thirty Years Ago (First published in StageCoach No.13 Jan/Feb 1980)

January 1st 1950 dawned with a familiar sound missing from the streets of Southampton. The previous evening the last tram had run. There were photos of No.9 at Bargate and Shirley in Buses Illustrated No.2. The last route to be converted was the Floating Bridge - Shirley one and this was to be the responsibility of buses henceforth. Large numbers of the ubiquitous Guy Arab III continued to arrive.

Hants & Dorset continued to receive K6Gs, K5Gs, and K6Bs while I'm sure the Editor will not have missed the 'New development in bus design - the Lodekka' reported in B.I. No.2 (You're right Alan it appeared in Dec 1949).

In Newsletter 243 we had a request for information on Hursley Coaches. KK79177 kindly provided the following.

I have been puzzling over this company for some time, in particular was it run as two separate fleets or was Pitt just an outstation ?

With the help of Matt Forbes (Flickr MJF), The PSV Circle and a couple of books I have compiled a partial fleet history and tracked down a number of old photographs from the internet. All the photos have an unknown copyright.

		Scout	Salisbury		c11	
		Albion			c20	
		Dennis			c20	
	CG 23	Bedford WLB			-/31	
	CG 3899	Albion			c21	
	CG 8165	Dennis Lancet		C32F		2/51
	OT 8929	" NC				
	OU 5723	Chevrolet				
	OU 5733	Dennis NC				
	RP 7836	Ford				
	WN 9731	"		C20F		4/50
	AOR 120	Bedford WTL	Duple	B25F		7/49
	CHO 183	Dennis Arrow Minor	Heaver	-26-	7/37	3/53
w	DHO 588	Bedford WTB	Duple	C26F	3/39	
h	EHO 900	" OWB	"	B32F	9/43	10/53
w	FHO 864	" OB	" Vista	C29F	1/47	
	GOU 288	Commer Comando	CL	C29F	-/48	
w	HOR 403	Bedford OB	Duple Vista	C29F	10/49	
	KPA 268	" OWB	"	B28F	4/47	4/55
	MPU 348	" OB	" Vista	C29F	12/48	-/63
	FDL 66	Daimler CVD6	Burlingham	C33F	7/49	9/58
h	HOU 37	Seddon	Pearson	C31F	4/50	-/69
	JLJ 3	Daimler CVD6	Plaxton	C33F	5/51	6/63
	DTP 877	Bedford OB	Mulliner	B31F	1/53	12/56
	HDV 751	" "	Duple Vista	C27F	3/53	1/60
	MAA 96	Dodge 105P6	Sparshatt	B25F	2/54	1/58
		Maudsley M.	1 and 1/2 decker		-/55	
w	JOT 616	Ley. Tiger PS1	Whitson Observation ca	C39F	-/55	5/60
h	NHO 17	Bedford SBG	Duple Vega	C36F	-/55	1/62
w	OHO 897	" "	" "	C41F	-/55	5/63
	FGV 174	" "	" Coronation	C33F	3/57	5/58
w	TOT 402	" SB3	" Vega	C41F	-/58	3/63
w	TOT 403	" SB3	" "	C38F	-/58	8/63
	TOU 680	Austin J2BA	Sparshatt	-10-	7/58	7/65
h	242 FNK	Bedford SB3	Burlingham	C41F	6/59	6/66
	XOR 200	Austin J2	Austin	-12-	2/60	6/67
	UCE 399	Bedford SB3	Duple Vega	C41F	7/60	7/66
h	41 CCG	" SB3	"	C41F	5/61	6/71
	RCT 81	" SB1	" Super Vega	C41F	9/61	9/66
	3771 TR	Austin J2BA	BMC	-12-	1/63	1/70
w	219 HAA	Bedford SB8	Duple Belle Vega	C41F	5/63	8/71
w	220 HAA	" "	" " "	C41F	6/63	12/71
	698 BLR	" SB1	" " "	C41F	4/64	1/72
	ENJ 371 C	" CAL	Martin Walker	-11-	5/65	1/72
h	FCG 182 D	" VAM5	Duple Viceroy	C45F	5/66	1/72
w	FOU 311 D	" VAM14	Plaxton Panorama	C45F	7/66	3/72
	GFT 912	" VAS1	"	C29F	8/66	9/70
h	JTR 711 E	Ford Transit	South Hants	-12-	5/67	1/72
h	MAA 259 F	Bedford VAS5	Duple Vista	C29F	3/68	1/72
	XCR 712	" SB3	" Super Vega	C41F	3/68	
h	JWF 117 E	Ford Transit	Martin Walker	-12-	8/69	1/72
h	HOU 532 E	" "	" "	-12-	11/69	1/72
h	489 AOT	Bedford SB1	Plaxton Consort 4	C41F	2/70	1/72
	CAR 667 F	" VAS5	"	C29F	-/70	11/72
			aquired by Budden's 1/1972.			

The company was founded by Mr W. Jones back in 1906 when he had a horse drawn carrier business, the first motorised vehicle appeared in 1911/2. The company ran private hire and bus work and at some point sons Harry and Doug joined the business, clearly the rivals of the day were Hants & Dorset and King Alfred. It is recorded that in June 1955 the bus route side of the business was sold to Hants & Dorset, no vehicles were involved in the sale just the stage carriage licences. By this time it appears that Doug Jones branched out on his own to form a company based at Pitt, namely Doug Jones. (thinks - did they fall out ?).

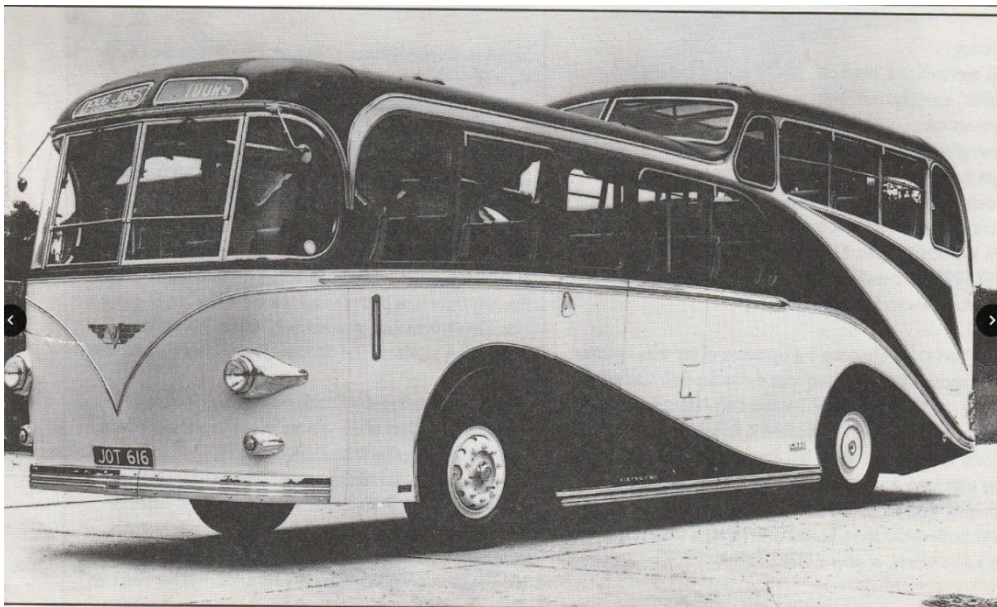
Doug Jones Coaches was sold in 1971 to, confusingly, a Mr. R. Pitt who moved the company to Littleton and revitalised the profile with six new vehicles. It was in 1972 that Hursley Coaches was sold to Budden's of Romsey who were well on the expansion trail by then.

HOU 37 - this was a Seddon, relatively rare for operators in this part of the world, and is recorded as new in May 1950 when first registered to Jones of Hursley. My records suggest it was retired from the fleet as late as 1969, which would suggest that after 19 years of service it probably had little resale value and may have been destined for the scrap yard. But, I have a friend working on what happened next, so if he uncovers anything I will forward it on. The picture I have attached shows HOU 37 at the top of North walls, Winchester when it was two way traffic, so that should narrow the date of the print a bit. I must add that apart from the last image these are by unknown photographers and I have no idea about copyright.

JLJ 3 - that Daimler with distinctive tick over was definitely new to Excelsior of Bournemouth in 1949. They sold it on in 1951 to Jones of Hursley, who kept it until 1963. Again the search for the subsequent owner continues. Unfortunately I do not have a picture of this one, there may well be an image of it somewhere but not to be found on any of the usual enthusiast sites.

FDL 66 - the other Daimler CVD6, was first registered with Shotter's from the Isle of Wight when new in 1948 and was sold on to Jones, Hursley in 1953. I have noticed an error in my spreadsheet, as the coachwork on this one was by Wadham of Waterlooville. The photo enclosed shows it in Hursley ownership and is dated May 1954.

CAA 951 K - is a Duple bodied Ford and part of the new company that existed at Littleton until it was sold to Whites of Camberley.



Also regarding Hursley Coaches John Wilkinson provided the following.

I remember Harry Jones (flat cap, cheery smile) very well as he sometimes drove the vehicles on shorter runs such as the shopping runs to Southampton or Winchester or school trips to Romsey swimming baths. Years ago I visited his widow who was then living in a bungalow in Hursley. It was long after the business had been sold to Buddens. She had a good memory for the coaches and reminded me how she used to collect the fares on the shopping service, complete with conductor's leather money pouch and some form of ticket machine. The seaside trips were pre-booked but always included a 'whip-round' for the driver, usually taken after the refreshment stop at a pub in the New Forest.

Also at a Hursley school re-union in, I think 2000, I met one of their sons, Aubrey, who I vaguely recalled from childhood. We discussed his father's coaches and he said he would contact me with any material on them, but I guess he either forgot or perhaps didn't have any. All of which makes your contribution so welcome. Another son, Ian, occasionally contributes to the 'Chandlers Ford Today' website and I've tried in vain to get in touch with him.

A regular driver for the seaside outings was Alan Page. His son Trevor was a contemporary of mine at Hursley school. Alan and I spoke on the phone at some stage and he pointed out that the Daimlers although fitted with characteristic fluted chrome radiator tops, were most likely fitted with Gardner engines. But they were definitely equipped with pre-selector gearboxes and I used to like sitting at the front and watching the driver shift the little lever before each change of gear. The Daimlers had a little glass sliding panel at the top of the window behind the driver through which you could speak to him. There was also a circular Clayton heater on the bulkhead between engine and saloon, the sole source of warmth in winter. I think JLJ 3 had a sliding sunroof. It's crazy how one remembers such stuff after more than sixty years.

I may have been mistaken in thinking FDL 66 was a Doug Jones coach as in your picture it is clearly a Hursley vehicle and cream not blue. I also think it was re-bodied after leaving Shotters of Brighstone.

Sometime in the late 'fifties one of Doug Jones's coaches, I cannot recall which, was involved in an accident. His son David was driving, and - according to Mrs Jones, when we spoke - racing home to fulfil a 'date'. In so small a community, the news spread very quickly!

The arrival of the more modern coaches where the driver sat within the saloon (a hark back to the Bedford OBs) spelt the end for the half-cab variety. The fact that Excelsior parted so quickly with JLJ 3 indicates that the bigger, wealthier operators wanted the more up to date coaches and the half-cabs were already looking old fashioned. The Royal Blue fleet which used to pass down Hursley road were dispensing with their Bristol half-cabs in the mid 'fifties I believe.

Phil Savin working rail replacement.



Eastleigh to
Brockenhurst via
Southampton
13/2/2021 -
14/2/2021

Eastleigh to Romsey
via Southampton
15/2/2021 -
16/2/2021



Left: My bus at Brockenhurst 13/2/2021.

Right: View for the cab at Eastleigh 13/2/2021.

Below left: The boss at Brockenhurst ready to depart for Southampton, stand by mini bus for Lymington and my bus, 13/2/2021.

Below middle: Stand by and my bus 13/2/2021.

Below right: at Eastleigh all buses have move to start at Southampton Airport I am the only depart from Eastligh to Romsey via Airport Swaythling, St Denys,,Southampton,Millbrook,Redbridge,Romsey.



February/March Railway Replacement, Southampton/Eastleigh/Winchester.



Lucketts National Express Coach on Rail Replacement duties in Southampton. © David Etheridge.



North Dorset Coaches Volvo/Plaxton in Winchester.



Weavaway Irizar i6s departing Winchester. © Barry T.

Stagecoach Repaints.



27655 (NFX 667) on the 23 to Leigh Park. ©Shaun Daniels.



YX65 PYA at Winchester Station on service 5. ©Barry T.

Winchester Coach Station was opened by Sir Henry Piggott, June 1 1934 in the grounds of Hyde Lodge, Worthy Lane. Present, Mayor - Frank Mullins-Dewton and Sir Henry Piggott, Chairman of Traffic Commissioner South East Area.

Covid19's effect on the Solent Bus Network. David Etheridge

There have been no changes to the bus registration system since 4th January 2021 with the Covid-19 Special Emergency Procedure allowing operators to amend existing services at 72 hours' notice (three working days) as long as they have local authority support remaining in place. Operators can also revert to the last officially registered timetable at 72 hours' notice and do not need local authority support for this, but most of these registrations are now well over a year old and with school and college opening times and general travel patterns changing during the pandemic most of these timetables are now out of date.

Traffic and Public Transport data from DfT. The data is compared with the totals from the previous year.

The general traffic level mid-January was around 60% and rose steadily to around 75% by the 10th March (latest data available). HGV traffic mid-January was at around 95% but had climbed to around 102% by 10th March, so the reduction in traffic was cars which were at around 70% early March and light commercials which were at around 90% early March.

Bus usage outside London was at around 25% mid-January and grew steadily to 30% by the beginning of March, with the schools reopening on 8th March usage jumped to around 40% and with more schools and colleges due to open on 15th March there should have been another increase then. During this period bus usage in London was around 5% higher than that outside London.

Rail Travel was at around 14% mid-January and grew slowly during February to 17% by early March and jumped to 21% when the schools reopened, the tube in London followed the same growth pattern with usage around 2% ahead of National Rail.

With the Covid-19 pandemic now approaching a year the data from late March if compared with that of a year before it will show some dramatic increases as we will have been in the first Lockdown a year ago, so maybe the comparison from 20th March will be made with comparable data from 2019.

By monitoring web sites, Traveline and other information that came my way here is a list of changes to all Solent area bus services between the 19th January and 21st March.

First Bus Portsmouth / Fareham.

1 Southsea – The Hard: 31/1 Mon to Fri reduced from every 8min to every 10min. 21/2 Mon to Fri reduced from every 10min to every 12min with service end 3 hours earlier. 8/3 Mon to Fri increased from every 12min to every 10min and service end 3 hours later.

2 The Hard – Paulsgrove: 24/1 Mon to Fri reduced from every 8min to every 10min, no change Sat or Sun.

3 Fareham – Portsmouth: 31/1 Mon to Fri reduced from every 8min to every 10min and Sun finish brought forward 90min to 22.26. 21/02 Mon to Fri frequency reduced from every 10mins to every 12mins and Sun service end 90 mins earlier. 8/3 Mon to Fri increased from every 12min to every 10min with service end 15 min earlier and Sunday service end 90min earlier.

X4 Portsmouth – Southampton: 21/2 Mon to Fri frequency reduced from 30min to hourly. 8/3 Mon to Fri frequency increased from hourly to every 30min.

X5 Gosport – Southampton: 21/2 Mon to Fri frequency reduced from 30min to hourly. 8/3 Mon to Fri frequency increased from hourly to every 30min.

7 Portsmouth – Wecock Farm: 24/1 Mon to Fri reduced from every 12min to every 20min, no change Sat or Sun. 8/3 7A and 7C school journeys reinstated.

8 Southsea – Clanfield: 24/1 Mon to Fri reduced from every 15min to every 20min, no change Sat or Sun.

9, 9A Fareham – Gosport: 21/2 Mon to Fri frequency reduced from every 20mins to hourly with 45min later service start, Sat and Sun frequency reduced from every 45min to hourly. 8/3 Mon to Fri frequency increased from every 45min to every 20min, Sat and Sun reduced from every 45min to hourly but 30min in the peaks.

11 Fareham – Alverstoke: 21/2 Sat service to also operate Mon to Fri.

13, 14 Portsmouth – Baffins: 24/1 Mon to Fri reduced from every 40min to hourly, no change Sat or Sun. 8/3 no change to frequency but additional Portsmouth College journeys added.

18 Paulsgrove – Ocean Park: 24/1 Mon to Fri reduced from every 20min to every 30min, no change Sat or Sun.

20 Fareham – Wickham: 21/2 Sat additional journey ex Fareham at 17.45. 15/3 Service rerouted to again serve Funtley Village after agreement to use railway bridge between Funtley and Knowle, Sat 07.30 Knowle to Fareham and 17.45 Fareham to Knowle journeys withdrawn.

E1, E2 Fareham – Gosport: 31/1 Mon to Fri reduced from every 5min to every 10min (8min in peaks) and Sats from every 8min to every 10min. 21/2 Mon to Fri frequency peak frequency reduced from every 8min to every 10min with service end 15min earlier. 8/3 Mon to Fri 8min peak frequency reinstated.

First Bus Southampton.

1 Southampton – Calmore: 24/1 Saturday timetable to operate Mon to Fri.

2 Southampton – Millbrook: 24/1 Mon to Fri frequency reduced from every 8 min to every 10 min with earlier finish at 23.18.

3 Lordshill – Thornhill: 31/1 Mon to Fri reduced from every 7min to every 10min.

7 Southampton – Townhill Park: 24/1 Mon to Fri frequency reduced from every 8 min to every 10 min and start an hour later at 05.39. 8/3 Mon to Fri earlier start to 10min frequency.

8 Southampton – Hedge End: Rerouted in Hedge End and retimed for reliability, no longer serving Charles Watts Way and Lock Road.

9 Southampton – Sholing: 24/1 School Days diversion suspended.

13 Southampton – Harefield: 24/1 Mon to Fri reduced from every 30 min to hourly with 90 min later start and 45 min earlier finish. 1/3 Mon to Fri frequency increased from hourly to every 30min with support from Southampton City Council.

Go South Coast Bluestar.

3 Southampton – Eastleigh: 7/3 retimed between Eastleigh and Fair Oak for reliability.

6 Southampton – Lymington: 7/3 service will no longer serve Priestlands School – replaced by school journey as 706.

9 Southampton – Langley / Fawley: 24/1 Mon to Sat reduced from every 20min to every 30min. 7/3 Mon to Fri increased from every 30min to every 20min.

16 Southampton – Townhill Park: 24/1 Mon to Fri peaks reduced from every 10min to every 15min.

18 Hightown – Millbrook: 24/1 Mon to Sat reduced from every 8min to every 10min. 7/3 Mon to Fri am and pm peak increased from every 10min to every 8min.

Go South Coast Unilink.

U1 NOC – Southampton Airport: 31/1 Mon to Sat reduced from every 10min to every 15min.

U9 Townhill Park – General Hospital: 24/1 to school holiday timetable.

Go South Coast Salisbury Reds.

X7/X7R Salisbury to Southampton: 17/1 to school holiday timetable. 7/3 to school term timetable.

Go South Coast morebus.

112 Lymington – Hythe: 25/1 retimed as not serving National Motor Museum as closed.

X1/X2 Lymington – Bournemouth: 15/3 rerouted in Bournemouth for four-month closure of Holdenhurst Road.

X3 Salisbury – Ringwood – Bournemouth: 24/1 to school holiday timetable.

X6 Poole – Ringwood – Bournemouth: 24/1 to school holiday timetable and Ringwood to Bournemouth section suspended except Sat 17.45 Bournemouth to Ringwood. 15/3 rerouted in Bournemouth for four-month closure of Holdenhurst Road.

National Express

As at 21st March all services remain suspended with a current planned restart date of Monday 29th March.

Stagecoach Havant & Chichester.

23 Leigh Park – Southsea: 7/3 Mon to Fri frequency increased from every 15min to every 10min and service end 30mins later.

30/31 Havant – Hayling Island: 7/3 Mon to Fri frequency increased from every 30min to every 15min.

37 Havant – Petersfield: 7/3 Mon to Fri remains hourly but service start 45min earlier.

38 Petersfield – Alton: 7/3 Mon to Fri increased from three journeys to four with school journey reinstated.

700 Portsmouth – Bognor Regis: 7/3 Mon to Fri frequency increased from 30min to 20min.

Stagecoach Winchester.

1 Stanmore – Winnall: 7/3 Mon to Fri remains every 20min but service end one hour later.

3 Winchester – Harestock: 7/3 Mon to Fri frequency increased from every 20min to every 15min and service end two hours later.

4 Highcliffe – Teg Down: 7/3 Mon to Fri remains hourly but service start one hour earlier and end two hours later.

5 Winchester – Badger Farm: 7/3 Mon to Fri frequency increased from every 20min to every 10min and service end one hour later.

7 Winchester – Sparsholt: 7/3 Mon to Fri increased from five journeys to hourly with first journey 75mins earlier and last 45min later.

16 Winchester – Stockbridge: 7/3 Mon to Fri three journeys instead of just Wed and retimed.

46/461 Winchester – North Baddesley: 7/3 Mon to Fri increased from four journeys to five with college journeys reinstated.

63 Owslebury – Winchester: 7/3 Tue & Fri increased from one journey to three and retimed.

64 Winchester – Alton: 7/3 Mon to Fri remains every 30min but service end one hour later and Mon to Sun to original running times after closure of A31 truck holding area.

66 Winchester – Romsey: 7/3 Mon to Fri remains every 30min but service end one hour later.

67 Winchester – Petersfield: 7/3 Mon to Fri increased from three journeys to six or seven with school runs reinstated.

69 Winchester – Fareham: 7/3 Mon to Fri remains hourly but service start 15mins earlier.

85 Winchester – Andover: 7/3 Mon to Fri increased from five journeys to six with college journeys reinstated.

86 Winchester – Whitchurch: 7/3 Mon to Fri increased from two hourly to hourly with service start 30min earlier and end 30min later.

95 Winchester – East Stratton: 7/3 days of operation changed from Tue & Fri to Mon & Thu and retimed.

E1/E2 Winchester – Eastleigh: 7/3 Mon to Fri increased from six journeys to nine.

Spring Winchester – Springvale: 7/3 Mon to Fri remains every 30min but service end 90min later.

Xelabus.

X4 Eastleigh – Hedge End: 15/3 Mon to Fri frequency increased from two hourly to hourly.

X9 Eastleigh – Bishops Waltham: Remains on Saturday timetable but extended to Barton Peveril College on college days.

X15 Eastleigh – Hamble: Journeys extended to Barton Peveril College on college days.



After a long illness it is a welcome return to Robert Smith with First Bus Hampshire News.

VEHICLES ON LOAN TO FIRST HAMPSHIRE & DORSET LIMITED.

The Island Line on the Isle of Wight is famous for its celebrated Class 483 electric trains originally built for London Underground in 1938. The last of those veterans were retired on close of service on Sunday 3/1/21. Their replacement was long hampered by low clearance levels along the route, especially Ryde Tunnel between Ryde Esplanade and Ryde St John's Road. Plans for a light railway or bus rapid transit were considered and rejected before retention of third-rail operation was selected. A cost of £26m was budgeted. More modern Class D78 nLondon Underground trains were extensively built to become British Rail Class 484 which are due to enter service on the Isle of Wight on Maundy Thursday 1/4/21.

From Monday 4/1/21 to Wednesday 31/3/21 the whole Island Line was closed for the extensive engineering work. The contract for the rail replacement service between Shanklin and Ryde Esplanade was awarded to First Hampshire & Dorset Limited. A temporary operating depot was established at Amazon World Zoo Park, Watery Lane, Newchurch, Sandown, Isle of Wight, PO36 6LX. Although authorised to accommodate ten buses, only the six buses on loan from First West of England Limited listed below are allocated there. They arrived at Southampton depot on 23/12/20 where they were stored until they were taken to Sandown on 29/12/20 to enter service on Monday 4/1/21.

A minibus service service along Ryde Pier is being operated by another operated.

33934-5/40 Alexander Dennis E40D/Alexander Dennis Enviro400 MMC H49/31D

Fleet No.	Registration	Chassis	Body	First licensed
33934	YX66 WDW	SFDA12BR2GGX29165	G424/04	19/9/16
33935	YX66 WDY	SFDA12BR2GGX29166	G424/05	19/9/16
33940	YX66 WEH	SFDA12BR2GGX29180	G424/10	23/9/16

33934: New 9/16 in tri-tone green livery for Portway Park and Ride service to First Bristol Buses Limited, Bristol (33934). Allocated to Hengrove 9/16. Acquired 2/17 by First Somerset & Avon Limited, Bristol (33934). Allocated to Hengrove 2/17. Acquired 1/6/17 by First West of England

Limited, Bristol (33934) (change of title). Allocated to Hengrove 1/6/17.

33935: New 9/16 in tri-tone green livery for Portway Park and Ride service to First Bristol Buses Limited, Bristol (33935). Allocated to Hengrove 9/16. Acquired 2/17 by First Somerset & Avon Limited, Bristol (33935). Allocated to Hengrove 2/17. Acquired 1/6/17 by First West of England Limited, Bristol (33935) (change of title). Allocated to Hengrove 1/6/17.

33940: New 9/16 in tri-tone blue livery for Brislington Park and Ride service to First Bristol Buses Limited, Bristol (33940). Allocated to Hengrove 9/16. Acquired 2/17 by First Somerset & Avon Limited, Bristol (33940). Allocated to Hengrove 2/17. Acquired 1/6/17 by First West of England Limited, Bristol (33940) (change of title). Allocated to Hengrove 1/6/17.

36807 Scania N250UD/Alexander Dennis Enviro400 MMC H49/28D

Fleet No.	Registration	Chassis	Body	First licensed
36807	YT67 XKA	YS2N4X20001904104	H409/07	11/9/17

36807: New 9/17 in grey, orange and purple Metrobus livery with branding for University of Bath to First West of England Limited, Bristol (36807). This bus was initially with wrong fleetnumber 36808. Allocated to Bath 9/17. University of Bath branding replaced by that for Metrobus service m2 (Long Ashton Park & Ride – Bristol City Centre) in 8/18. Allocated to Hengrove 8/18.

36808/15 Scania N250U/Alexander Dennis Enviro400 MMC H49/28D

Fleet No.	Registration	Chassis	Body	First licensed
36808	YM17 FKA	YS2N4X20001903904	H420/01	16/8/17
36815	YM17 FKL	YS2N4X20001904096	H420/08	24/8/17

36808: New 8/17 in First UK Bus Urban Livery. Allocated to Hengrove 8/17. Painted in grey, orange and purple Metrobus livery with branding for service m2 (Long Ashton Park & Ride – Bristol City Centre) in 8/18.

36815: New 8/17 in First UK Bus Urban Livery. Allocated to Hengrove 8/17 and Lawrence Hill 8/18

Rail Express, issue 296 pages 78-81.
[Wikipedia.org/british_rail_class_484](https://en.wikipedia.org/british_rail_class_484)

OPERATOR NEWS

Company and fleet news always welcome from operators,



Baileys Bus, Portsmouth

FJ06 URF, AD Dart SLF/SCC, sold to caterer in Bournemouth.

Go South Coast

Bluestar HF55 JZK, Mercedes Benz 0503, inter-company transfer to Konnectbus. Sold to Completely Coach Travel, Norwich. Now for sale again £6,500.

BV66 WNZ, Volvo B11RT/Caetano, with Ensign Bus for sale £95,000.

Lucketts, Fareham

(Information supplied by Mark Jordan Engineering Director)

1n, 5 x Scania Caetano Levante, 3 ex Yellow Buses

(Bournemouth Transport)

These will operate from Solent coaches eventually!

55-26-55 BV19 XRE; 55-27-55 BV19 XRF; 55-28-55 BV19 XRG;

55-29-55 BV19 XRH; 55-30-55 BV19 XRJ.

Sold from the fleet are HIL 7978 Ex Coliseum & YT09 FLW

from the Lucketts fleet.

QV Education, Fareham

PH1136975/7 Operating between Boundary Oak School and Bitterne Village Car Park cancelled from 26 January 2021.

PH1136975/8 Operating between Boundary Oak School and Portsmouth, Cambridge Road cancelled from 26 January 2021.

PH1136975/5 Operating between Boundary Oak School and Alverstoke, Clayhill Road cancelled from 13 January 2021.

PH1136975/2 Operating between Bold Forrester, Sarisbury Green and Boundary Oak School, Fareham cancelled from 13 January 2021.

Stagecoach South

Former Sussex Coastline N345 MPN, Volvo/Alexander CH47/28F, for sale £6,900.

27655 GX10 KZH, in new fleet colours at Portsmouth after re-paint at Winchester. (Shaun Daniels)

Xelabus, Eastleigh

New bus service for Latitude Development. Commencing 6th April 2021 service X4 and X15 will serve the new Latitude Development at Bursledon.

Service X4 will continue along Bursledon Road to the roundabout at Barnfield Way then follow the road through the development to King Copse Avenue and normal route.

Service X15 will turn from Upper St Helens Road onto Heath House Lane then Barnfield Way to normal route to Tesco Bursledon. There will be no changes to timetables.

Southampton Bus Services

About 60 attacks have been recorded in areas including Millbrook, Redbridge and Coxford in the past six months. City Red temporarily withdrew bus services from the Millbrook estate. Bluestar buses said the vandalism had recently "increased in both rate and seriousness".



Disposals

Setra S416GT HD N77 RJE reverted back to BK11 CRX & Sold February '21.

Setra S416GT HD N77 EAE reverted back to BK11 CRU & sold March '21.

DAF DB250 LJ04 LFK, sold January '21.

Volvo B7, East Lancs M500 ELK reverted back to PA04 PYF and sold February '21.

Acquisitions

Volvo B9R, Caetano Levante BK14 LFE. This has since been reregistered N77 RJE.

Volvo B11R, Plaxton Elite I TO63 OXF. This has since been reregistered ORV 992.

SN04 CPE, Scania N94, East Lancs. This has since been reregistered M500 ELK.

Preserved Fleet List

148 BTP Leyland Leopard L1, Weymann, new as Portsmouth 148.

TYD 911W Leyland Leopard, Duple, new to Safeway Services, South Petherton.

EAP 937V Leyland Leopard, Duple, New as Southdown 1337.

ANJ 306T Leyland Leopard, Plaxton, New as Southdown 1306

UUF 329J, Leyland Leopard, Plaxton, New as Southdown 1829.

SCD 731N, Leyland Atlantean, Park Royal, New as Southdown 731.

JWV 266W, Bristol VRT, ECW, New as Southdown 266.

BUF 272C, Leyland PD3, Northern Counties, New as Southdown 272.

TSU 352, AEC Matador, previously Southdown 0828.

HOR 413L, Leyland National, New as Provincial 13, 50% share A198 RUR, Leyland Tiger, Plaxton Paramount, New as Leyland Demonstrator.

B632 DWF, Leyland Tiger, Alexander, New as East Midland 632.

FTA 850Y, Leyland Tiger, Plaxton Paramount, New to Mid Devon, Bow.

OJI 3907, Leyland Tiger, Plaxton Paramount, New to Alpha, Brighton as YFG 366Y.

2021 Photographic competition results.



1st Barry T, 2nd Adrian Willats, = 3rd David Lindsell and Mike Elkin.

Recent visitors to Empress Road. David Etheridge.



SN12 AOB



SN12 ANX



KX05 MJF



Railair Irizar's



HX08 DHL