



Newsletter No. 254

April 2022



Stagecoach Royal Jubilee Bus 10699 (SN66VVK) an ADL Enviro 400 MMC. © David Lindsell



## *Editorial & Club News*

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

They say the older you get, the faster time goes, that certainly seems true with regard to the editorials. No sooner is one finished than I'm sitting here writing the next one. What is more frightening, however, is what can happen in the intervening period between two editorials.

Back in February, who would have thought that Russia would invade Ukraine and the almost instantaneous effects that would be felt here in the UK? One obvious consequence of the war is the increasing cost of fuel, and, as a diesel car driver, I cannot fail to notice. Just as the PCV industry is picking itself up after a couple of lean years, it is hit by an all-time high cost of fuel. Although many of the larger operators take advantage of forward fuel purchasing and will, in the short term, be cushioned from the impact of rising costs, their contracts often have break clauses if costs exceed a certain percentage. Hence it is only a matter of time before we start to hear of fare increases. At a time when passenger numbers are steadily returning to pre-pandemic levels and the government is persuading operators to reinstate service levels, a sudden increase in fares is hardly going to have a positive reaction from the travelling public.

In all of this turmoil, what happens to the smaller operator: the company that buys its fuel wholesale or even at the pump using a fuel card account; those operators that depend upon school/works contracts, operating at fixed cost over a given period; or those already selling or sold holidays for 2022? Whilst it may be possible to renegotiate a school/works contract, at the risk of needing to retender and losing it altogether, what about all those valuable holiday passengers who come back year-after-year? Having handed over deposits for their holiday based upon the price shown in the brochure, do you risk alienating them by asking for more cash, or take a hit on the profit margin? A difficult balancing act and one that is not likely to be resolved in the short term, whilst we as a country rely on Russian imports for over 5% of our diesel supply.

In other rapidly developing news between editorials, Stagecoach and the now defunct merger with National Express. Who would have thought that Stagecoach would prioritise grabbing the cash over what would be best for the business or its customers? It now appears likely that the company will be sold to an investment group with little knowledge of the transport industry and this at a time when Stagecoach appears to have lost its way. No doubt we will see Stagecoach loaded with debt and its assets squeezed to the detriment of the paying customer, just as all those recent supermarket takeovers have proven.

Finally, thinking local but in a national context, what is happening at Lucketts? Our contact, a Lucketts lifer, has departed, and the fleet is becoming a rainbow of liveries, Kings Ferry, Clarkes etc. We, as enthusiasts, might find it interesting but that's just us: it is all meaningless to the general public/passenger. A good local coach operator knows its clients, sits well in the community and looks professional. Has there ever been a successful national coach operation run by a multi-national at a local level?

By the next editorial, all the above may be history, but of course it will only feel like yesterday.

On a happier note, as I write this, today is The Spring Equinox, the weather is due to be 20 degrees this week and the rally season is upon us. With the Club meeting now back to normal, I look forward to meeting up with many of you over the summer.

Barry T

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

Please Note: The Solent Omnibus Newssheet contains facts, views, opinions, statements and other content and links to external websites not controlled by the Solent Omnibus Club. The Club takes reasonable efforts to include accurate, current information but makes no warranties or representations as to the accuracy, value or safety of the published items. No liability or responsibility can be taken for errors or omissions.

Under the Data Protection Act 1984 the SOC gives notice that membership details are held on computerised records. This information is not divulged without permission.



## Club News

2022/3 Diary

**1<sup>st</sup> April:** Two 30min slots for members. Chris Drew will start the meeting. (Second part free at the moment).

**6th May:** Members meeting, 'Deregulated Southampton' (Southampton & District Transport Heritage Trust invited to join us).

**10th June:** PLEASE NOTE THIS IS THE SECOND FRIDAY OF JUNE – Visit to FoKAB, details later.

**1st July:** Open top bus trip round Portsmouth and Southsea, details later.

**5th August:** Members evening, 'Then and Now'. Photos of buses at the same location past and present.

**MONDAY 8th AUGUST (Date to be confirmed):** We are invited to the Southampton & District Transport Heritage Trust barbecue, 1830h at Bursledon Brickworks (if it is confirmed).

**2nd September:** Members evening, 'Buses Across the Water'.

**7th October:** 'Portsmouth and District'. Photos of any form of transport operated in the Portsmouth area, all photos welcome. Roger Watts will do the first half of the evening with Portsmouth area coach operators.

**4th November:** Members evening 'Open toppers by the sea – but not always'.

**2nd December:** Yearly Quiz. S&DTHT will be invited and possibly other groups.

**4th January 2023:** Roger Watts New Year Address.

**1st February 2023:** AGM

**MONDAY 10th MARCH 2023:** Joint meeting with Southampton & District Transport Heritage Trust at Woolston.

*If anyone has any suggestions for meetings please get in touch with James or Roger.*

### Obituary



Nigel Wheeler passed away on Wednesday 2nd February after a long illness, during which he was looked after by his wife Sylvia. His funeral was held on Monday 28th February.

Nigel was a founding member of the SOC and its first treasurer. His working life took him from being a long-serving employee of Hants & Dorset Motor Services at Southampton where he became Tours Superintendent East, based at Bedford Place. Later he was involved with Pilgrim Coaches and when that closed, he worked with Brian Botley at Brijan.

Nigel was also a founder member of FoKAB. (He was Member No 3) and as with the SOC he was the first to take on the role of Treasurer. He also drove on Running Days and at other events.

We send our condolences to his wife Sylvia.

The AGM was held at Portchester on 4th February with 13 members in attendance and lasted for around an hour, after this a tea / coffee break was held with plenty of time for the ten members that stayed on to chat between themselves. David Etheridge then did a presentation of 2007 slides from Wolverhampton to celebrate the prospective merger of National Express and Stagecoach, although the slide that prompted most discussion was of Chase Leyland National BYW 418V which had a rear nearside radiator with a small window above, all decided this was one of the Nationals they re-engined with Volvo units. The presentation then covered the 2007 Amberley gathering, the short lived Princess Coaches City Clipper operation in Southampton and finished with some November 2007 shots from Belfast with all agreeing the light in Belfast in November is not conducive to good photography. *David Etheridge*



Left: 772 (OCD772) a 1955 Leyland PD2 is seen loading at Medstead Station on the Watercress Line on the afternoon of the 8 September 1991.

Right: 409 (409DCD) is seen in George Yard, Andover during a Charity Bus Rally held on the 5 June 2011.

David Linsell





# Devon General – Remembered.

Chris Drew



If ever a bus company livery looked as if it grew organically from the land it operated in, surely it must be Devon General.

The day, the 5th September, was organised by the Devon General Society and supported by Mid Devon District Council, Tiverton Town Council and Stagecoach South West. It was centered on Tiverton with routes reaching Bampton in the north, Thorverton in the south with Witheridge in the east and Sampford Peverell in the west also where there was a link with the railway system for enthusiasts arriving that way. There was also a feeder service from Exeter.



**2)** NTT661, AEC Regent III with Weymann bodywork of a style which has kept its looks better than some later models. It was seen on its way to Thorverton via Bickleigh on the 3A.

**3)** A truly unique bus. ETT995 was one of a batch of 20 AECs known as the 'light sixes' but the only one to be bodied by Saunders Roe. The chassis frames came from a 1937 Regent and the engine from a Regal a year younger with the body being attached in 1953. I was left with no alternative but to climb a tree to get this shot!

**5)** The only other livery to appear was on Western National 1613, Bristol LWL which also worked through to Tiverton. It was seen under a thick canopy on the road between Cove and Bampton.





4) A little more modern, TU074J a Willowbrook bodied AEC Reliance was delivered in 1970 at a time when Western National had assumed control but still arrived in the traditional livery. It was on its way back to Tiverton from Witheridge relying on paper stickers to pass on that information.

7) The canal itself with MTT640 crossing it. This was one of half a dozen Leyland PDs in an otherwise AEC fleet. They were sold to Devon General at a knock down price at a time when they were needed to go under a low bridge between Exeter and Tiverton but by the time they arrived, the road surface had been lowered so they were spread around the fleet as and when needed.



6) AEC Reliance VDV798 was one of a batch that worked the 3 route from Exeter-Tiverton-Sampford Peverell all its working life so was no stranger to the pull up on the narrow bridge over the Great Western Canal in Sampford Peverell.

30 years ago (First published in StageCoach No.14 Mar/Apr 1980)

Some very interesting vehicles (by 1980 standards) -were being- taken in to stock by local operators. Hants and Dorset's new coaches were Bristol L6GS with Portsmouth Aviation C28F bodywork (KEL 62-661 667- 671, There were also 'standard' Bristol K5's with ECW bodywork (1248 - 1256). Popular among the ranks of independent operators was the comparatively new Commer Avenger 1 which had been introduced late in 1948 with its 4.75 litre petrol engine tilted at 66 to the vertical. (There's nothing new under the sun, Mr. Ford). Commer claimed it was the first real "under floor" engined chassis – but I'm not so sure. Byngs (the old originals), Unity (Southsea) and Summerbee's of Southampton (still in the Summerbee family of course) all had Harrington bodied versions. Down at Bournemouth, Vernon Maitland had a Plaxton bodied model and up 'north in Aldershot, Parlanes favoured the King and Taylor edition.

KEL 62





# The Airlynx years. Graham Starke



Now, doubtless you have all read the negative reports about this company and are aware of what finally happened to it. However, I spent a happy three years working there in a part time capacity and grew to like it and the many people who worked there. I say many because there was often quite a fast turnover of staff, both managers and drivers.

I will say the management style was a bit different than I had previously come across and it was certainly geared for profit and you were continually asked if you wanted to cover another job after you had finished a shift. ( or it seemed like it ).

As retirement approached in my career job, I had the idea of brushing the dust off my licence and working a few days a week on something local. I had seen their VW Crafters about, as I only live a short distance from their then depot at Eastleigh Football Club, and noticed that much of the work was a quality park and ride service for the Ageas Insurance Company.

Contact was made and after an interview with one of the managers it was agreed I could start in February 2013 on the Ageas contract. After a settling in period and a further chat I eased into a work pattern of three days a week and extra days if I was available. It soon became regular to receive a call saying could I cover an afternoon shift as someone had not turned up or they were short of drivers, I think the record was half an hour notice. If I wasn't doing anything and had no grandchildren commitments that day then I would be happy to assist and this system suited all concerned for the three years spent there.

The work that I did was local and it had a fixed start and finish time. Back then the fleet mainly comprised VW Crafters which generally behaved themselves and the regular commuters were all very pleasant, plus the other drivers and staff were also friendly. The down side was that we were all self employed which meant the bother of registering with the HMRC and submitting an annual tax return, plus having to submit an invoice to the office every month for the contracts that were worked ( it sounds simple enough but so easy to forget the deadlines, for the office that is and not the HMRC ). BUT, most scary of all was what

the other drivers had informed me.....that if you damaged a vehicle you would receive a bill ! During my time here I came across several occasions when other drivers were unfortunate enough to fall foul of this policy. It even extended to unreported damage and when noticed it would generally be attributed to whoever had that vehicle out last. So it certainly sharpened the mind when doing your morning walk round checks to look for any minor scrapes or scratches and shout about them before you got the blame. The other slight problem was that all the contract work was at a set rate and not based on the time taken, so when stuck in traffic or fuelling up at the end of a shift no more money was forthcoming, this was classed as "give and take".

That aside, for me by far the best job was the Ageas park and ride. This involved two vehicles, one from the Eastleigh football ground and the other from the yard at Wren Farm, both arriving at the Ageas offices in Templers Way, Chandlers Ford. Whilst on the Eastleigh FC run I met and developed a good rapport with a First Bus driver, who was taking people to the RBS offices adjacent to Ageas. In fact Airlynx won the Ageas contract from First, a point the driver would always grumble about and he would spend many a morning just before a departure, on my bus talking to all his old customers whom he knew every name along with the type and registration of the cars they drove. Nice as he was you always wanted to be out of the gate before him as his running schedule was slack and mine was not, so it could be a frustrating drive as he dawdled his way along Chestnut Avenue with all the time in the world. Towards the end of my 3 years here I was a regular on the Wren Farm run which suited me a treat. It was the shorter of the two and did not involve queuing along Chestnut Avenue and crossing that Asda roundabout, all of which conspired to make you late. It was a great little job and you soon got to know the regular passengers and what journey they would be on. Now, the employees of Ageas were given periodic daily office car parking spaces on a rotor basis, so it was not uncommon for an individual to forget and travel back to the park and ride site only to remember that their car was back at work ! There were also occasions when non regular customers just got on the wrong bus and therefore arrived at the wrong site

and back they went again, although the services did leave at different times in an attempt to avoid confusion. Sign boards could sometimes be found to stick in the windscreen, but often as not you could never find the correct one.



*E11 ONG ( RG 51 FBO ) at Wren Farm in Dec. 2014.*

The hours were something like 07:00 till 10:00 and 16:00 till 19:00 and I enjoyed the work along with the company and when the new M/Benz Sprinters arrived they were certainly a delight to drive.

If you did the Eastleigh Football Club route then you had fewer journeys to cover but heavier traffic to contend with and added issue of no back up bus from time to time. Let me explain. On the two busiest runs of the morning a second vehicle was due to attend in order to cope with the peak passenger numbers, but I lost track of the times I was told there will be no back up vehicle today.....clearly they were on other work. This was a pain as it meant you often left people behind, sometimes in the rain. The back up bus, if it arrived, could be anything from an 8 seater VW Transporter to a Neoplan Skyliner that had been diverted on its way back to the yard.

Many of the other drivers wanted to know if I got bored driving around in circles but all in all this was enjoyable, suited me and I was never going to get lost, just perhaps a bit giddy after so many round trips.



*A18 LYX ( BK 57 TGF ) at Eastleigh FC during an early morning in September 2013.*

Another contract job was for Mott MacDonald from Southampton Park Way to their local office opposite The Concord Club and back the other way in the evening. Now, you could almost see your destination from their car park but I swear it would have been quicker to walk some days, as the traffic levels were horrendous at times and oh those queues in and out of the railway station seemed to get longer as the journeys progressed into the early evening !!!

The other contract I was given from time to time was for NATS, the air traffic control people and I must say another quality customer. This required three round trips from Southampton Parkway to their offices in Whiteley and the reverse pattern in the late afternoon, with an option for the Control Centre at Swanwick. I think if timed runs had been carried out they must have been made on a Sunday at midnight, as it was described to me as "chasing your tail". If you had an unhindered drive down you could be assured of delays on the return trip along the M27 and vice versa. I recall being told never to leave early, well apart from the first journey any chance of leaving early was nigh on impossible. Sometimes it would take half the allocated running time just to get out of Whiteley during the evening journeys, before the delights of the rush hour motorway traffic were even encountered. I clearly recall one evening journey near Hedge End on the M27 when I came across a four vehicle accident with the cars scattered over each lane. This must have happened minutes before me as I had to slowly drive a zig zag path around the damaged vehicles and bits of bumper and headlight glass that were strewn all over the motorway.

With this contract you started later than the Ageas work and in theory finished earlier and therefore did not have the responsibility of locking up the drivers room and two sets of yard gates at the end of the day. On most of the contracts you only had to make a note of the number of passengers per trip, but on this service you were required to collect a fare and issue tickets. This was because NATS only partly subsidised the journey and a charge of, I think, £1.50p single was required and much as I got to like the regular customers they seemed completely unable to tender the exact fare or even near to it, so your float was soon depleted. You would not believe the number of ten and twenty pound notes that were offered for a fare they new all to well was £1.50p. For this contract a 22 seat Sprinter was the order of the day, the only one of this capacity in the fleet the others being 16 and one 19. It was specific to this service as the numbers dictated, but on some trips you had to hold your breath that no one else would turn up when you reached near capacity. This did cause a few niggling complaints about lack of leg room, but then it was not the longest of journeys and it did afford them leather seats and working air conditioning along with Classic FM playing on the sound system. If the traffic was good then I played them Wave FM and if bad then the calming effect of classical music seemed to help them forget the advancing time of their onward train connections.





*I was not sure as to include this Robin on my passenger list ? Ageas offices off Templers Way in Jan. 2015.*

On the first return trip of the afternoon you were required to call at the Control Centre off Swanwick Lane, whereupon one person may appear but more often than not nobody would be there. So it was wait a reasonable time for possible late comers and then onward empty to the Whiteley office complex for the start of three round trips.

Now for the vehicles. VW Crafters were the standard tool when I started, there were 6 with auto gearboxes and one manual. The manual one was the newest but was always the last to be picked, in the days when you could choose your own vehicle. They were all in good condition and all had their distinct little nuances so you soon arrived at a favourite and tried to grab that each time. Now, I thought these were good until the EVM/ Sprinters arrived with all their luxury embellishments and subtle dark grey livery and the performance ! These were obviously limited to 62 mph but they were certainly capable of reaching that speed quicker than anything else in the fleet and therefore great for gaps on busy roundabouts. The driver seat was comfortable, the mirrors well placed with no adverse reflections, a power operated passenger door meant you did not have to keep jumping up and down and that 7 speed auto box was a delight always giving you the correct gear instantly for all occasions. From the passengers perspective they were afforded leather high back seats, tables in the 16 seat variants, effective air conditioning, multi coloured and changeable interior lighting and a good standard of noise insulation.

When these were not available a number of other machines were used, which included a 26 seat Optimo, this gave the NATS crowd a bit more leg room. This was very precise in terms of steering, handling and performance in fact everything you would expect from the Toyota/Caetano combination. With this one the gearbox was a bit worn and gear changing could not be hurried so double declutching became the order of the day. It's strange that when not critical this procedure can be quite fun. Then there was the 29 seat Iveco/Indcar ( the type with the sloping front ) this was best described as good in its day as many of the fittings

and gadgets that were designed to move by electric motors sometimes didn't. Like the roller sun blind for the front screen that would move a bit then jamb and the drivers window that would suddenly open unannounced. However, the vehicle that surprised me most and I really came to like was the BMC 850 with its Cummins engine, auto gearbox and lightness of touch, it was just the job for the NATS contract. I gather spare parts were a problem for this vehicle as it was out of use for months once whilst some wiper linkage bits were eagerly awaited. On another occasion, to my surprise, I was allocated a 3 month old YuTong TC9 and the people from NATS were well pleased when I arrived at the station and eagerly asked if it was to be their new vehicle from now on. I had to let them down gently.



*GX 64 DUV at the Ageas offices awaiting the first return journey back to Wren Farm.*

One area of amusement was the scrabble for a place to park at the airport side car park of Parkway station. The NATS and Mott MacDonald contracts left from that side in the mornings and each had its unofficial bay as any variation and you risked people getting on the wrong bus. Now factor in the taxi drivers and other rail passengers that were dropped off and you have congestion on a grand scale. The Crafters and Sprinters were small enough to use the car park but anything bigger and it was the Unilink bus lay-by, which did not go down too well with some of their drivers. I happened to mention to one of the managers that I was getting some stick for using the lay-by and he looked thoughtful and naively expecting a legal answer I listened with intent as he paused and then said tell them to \*\*\*\* off ! Serves me right for even mentioning it.



*MX 12 CLV the only manual VW Crafter at the Mott MacDonald offices in March 2013.*



I managed to keep clear of the private hire side and the airport runs as at my age I wanted to be home at a reasonable time.

During my time at Airlynx the company really took off with an expanding fleet of new vehicles and many more quality corporate contracts, school runs both private and HCC, sports clubs, holiday work and private hire. The team coaches for the football clubs included Portsmouth, Aldershot and Totton with the addition of the Hampshire Cricket Club using the aptly registered Neoplan WC11KET. The holiday tours were undertaken for Just Go and the YuTong TC12s and ex Weaverway Neoplan were used on this work, during which a number of tour drivers joined from Avenis and Brijan. Strangely none of the coaches received the Just Go livery.

There was also a thriving private hire/taxi side to the business and for a while car hire as well. In fact we were all encouraged to gain a private hire licence, something I considered for a while then thought of the extra expense for another medical and I was just too old to bother with it.

In conclusion, it was just what I needed to ease down into full retirement and I did enjoy the company of the other staff and the banter that went with it. Plus the customers on the various contracts were always chatty and well behaved. In all a good 3 years of work.



*MKZ 2145 ( YN55 KWL), E11 ONG and S 13 BUS ( BX 06 OAY ) in the outer yard at Wren Farm.*

I also had the opportunity to undertake three of my required DCPC training days whilst at Airlynx, as they employed a tutor from a London based company. This was supposed to be free but we soon found out that we had to cough up the money on the morning of the training, before the most boring lecturer in the world, would even let us sit down. On one of the days the subject was the tacho regs and everyone sat listening intently.....oh the future irony of it all.



*YC 15 HJV, outside the NATS admin building in Whitely ( the newest pcv that I had ever driven ) May 2015.*

Now, during the next few years everything started to expire (apart from myself ) as my licence renewal required a medical, my DCPC was about to end and my tacho card would have needed renewing. It was almost as if it all conspired to tell me something, so with great reluctance I finally let my licence go. Looking back I have plenty of good memories of my time with Brijan and Airlynx, which includes the many interesting staff and customers that I met along the way.



*And finally the interior of a Sprinter/EVM from the GX 64 batch.*

Thinks, is there a growing national pcv driver shortage ?  
Could I consider perhaps .....



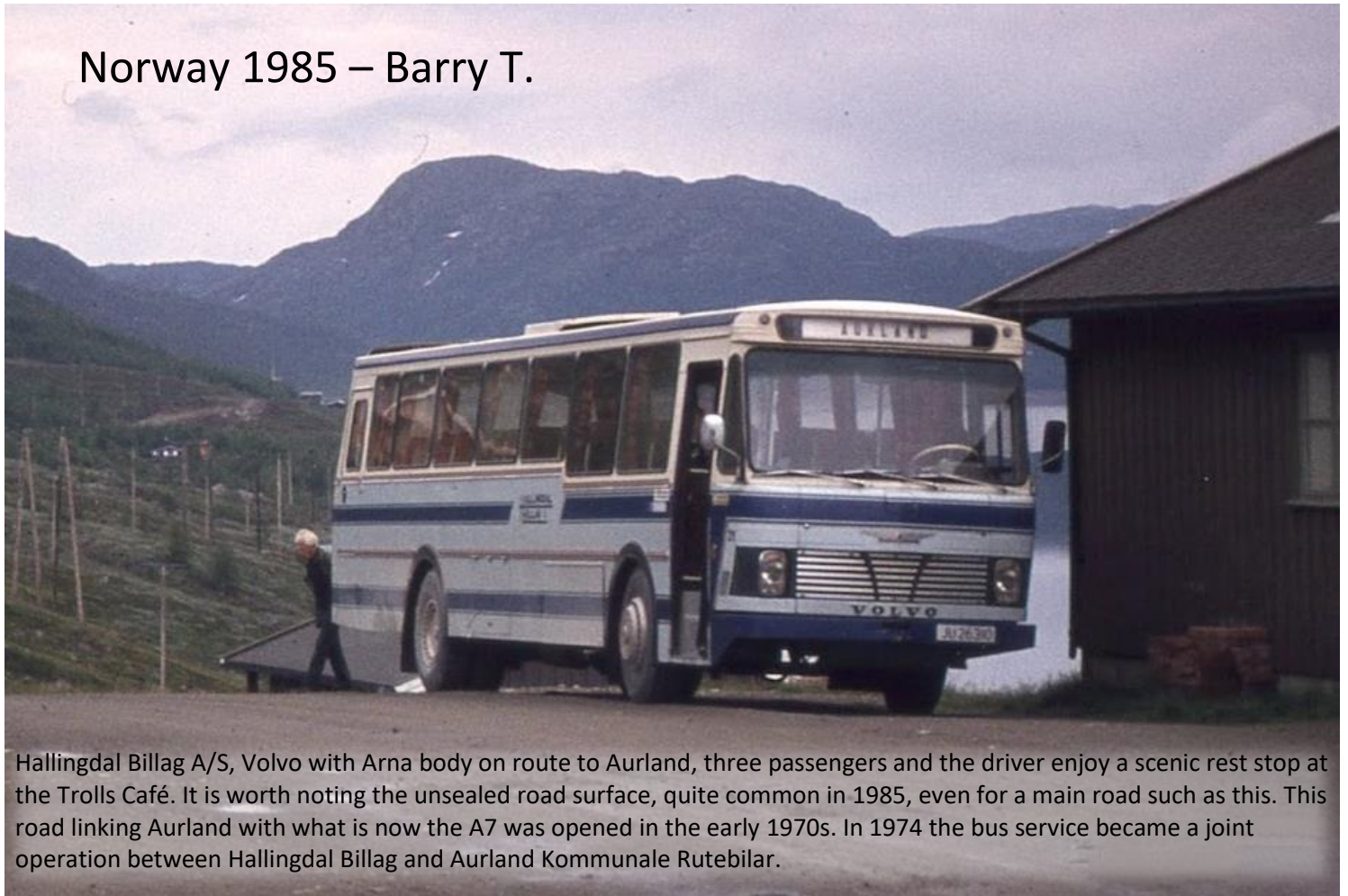
LT69 in the Bluestar yard, not known it it is the start of the proposed NBfL mid-life overhaul programme, an accident repair or is Bluestar considering obtaining some of these either second hand or new, just a thought.

Robert Winkworth





## Norway 1985 – Barry T.



Hallingdal Billag A/S, Volvo with Arna body on route to Aurland, three passengers and the driver enjoy a scenic rest stop at the Trolls Café. It is worth noting the unsealed road surface, quite common in 1985, even for a main road such as this. This road linking Aurland with what is now the A7 was opened in the early 1970s. In 1974 the bus service became a joint operation between Hallingdal Billag and Aurland Kommunale Rutebilar.

With our first brand-new car sitting in the drive, a decision was needed: where should we go on holiday? Out of nowhere came the answer - Norway. Being 1985, this was a relatively simple drive. Head north to Newcastle-upon-Tyne, board the Norway Lines ferry to Bergen and head east with our goal being Gol in Hallingdal district midway between Oslo and Bergen. Gol was chosen for its central location whether using road, rail and, as it transpired, bus, plus a rather attractive self-catering log cabin. Gol lies in the Hallingdal valley 290 kms from Bergen on highway 7, with a population around 2400 at the time. Hallingdal district also includes the villages of Flå, Nes, Hemsedal, Ål and Hol, all of which were served by a network of regular bus services.

Despite reassurances from Norwegian tourist information that English was widely spoken, which might have been the case in the more popular tourist destinations, in Gol and the surrounding area English was very much the preserve of the young, and fortunately for us, the staff in the tourist information office.



*In the Hemsdalsbilene depot at Hemsedal, Volvo with Vest Buss body. Hemsedal is a small town with a permeant population of around 2000 swollen by a large influx of tourists. The town is home to Norway's second largest ski resort and a popular hiking/climbing resort in summer.*



*BVH Volvo B58-60 with Arna body, photographed at Flam ferry terminal about to depart for Voss. A prime example of coordinated transport, the service delivering/collecting passenger from the Aurlandsfjord ferry.*



Without doubt the public transport highlight of the holiday was a suggestion from a tourist office employee that we purchase a one-day multi-modal ticket for a round trip Gol-Aurland-Flam-Myrdal-Gol.

An early morning start from Gol towards Geilo found us as the only two passengers aboard a Hallingdal Billag DAF with Repstads Brothers body. Before too long, the driver indicated we were to alight at a road junction close to Hagafoss. No one else waiting, no obvious houses around and no onward connection in sight, a few nail-biting minutes ensued. Out of nowhere came another Hallingdal Billag bus: this time a Volvo with one other passenger already on board and it took us on a beautiful journey alongside lakes with mountains in the background and a surprisingly comfortable ride considering the road had no tarmac surface. It is worth noting that a spare wheel was carried, attached to the outside of the boot. Eventually we made our first and, as it turned out, only stop. Not to pick up passengers, but a refreshment stop at the 'Trolls Café'. Fifteen minutes later we were back on the road, travelling through narrow tunnels with rough bare rock sides and roofs and virtually no lighting. After many hairpin bends and a steep descent we arrived in the town of Aurland, located on Aurlandsfjord, where the bus pulled in adjacent to the ferry departure point. This was the last bus journey of the day as from here we boarded a ferry to Flåm, along with a number of German tourists travelling on Neoplan Ciyliner. Our onward journey from Flåm was aboard the famous Flåm Railway to Myrdal before completing our circular trip aboard the mainline Bergen-Oslo train service. However, those seeking an onward westerly journey from Flåm were meet by a waiting BHV bus service to Voss.

Sadly, a few days later, with the sun shining at 3am, we would start the journey home, needing to be at the Eidfjorden ferry for the 6am departure, and joining the Norway Lines midday ferry departure at Bergen for Newcastle via Stavanger.

Today, there are eight local bus routes serving Gol township, plus a ski service and three express coach routes, and whilst the railway station remains open, it is no longer staffed - a mere shadow of its 1985 status when it was a fully staffed freight/distribution hub. The local bus network is coordinated by Brakar, formed in 2009 by the regional council and several local councils, and today it is 100% owned by Viken county municipality and provides twenty-four local bus services in the Hallingdal area.

Special thank you to Kåre Karlsen at Rutebilhistorisk Forening (RHF) for his assistance in identifying the vehicles.



*Above: Hallingdal Billag (HB) was founded in 1972 following a merger between Hol Bilselskap AS and P / L Ål Rutebillag, later acquiring Fossgård Bilruter. At its formation, the company had 20 buses, 5 combined buses, 10 trucks and 4 trailers. By 1978 this had increased to 28 buses, 15 trucks, 4 combined vehicles and 4 trailers. In 1974, eleven routes were operated, plus one route operated jointly with Aurland Kommunale Rutebilar.*

*May 1987 saw a summer only express between Bergen - Voss - Aurland - Ål - Oslo established. The route was a collaboration between Bergen-Hardanger-Voss Billag (BHV), Aurland Kommunale Rutebilar, Hallingdal Billag and NSB Krøderenrutene. It was not a great success and was closed down after the 1994 summer season.*

*In the late 1980s, the company experienced financial problems that persisted for several years. On 1 June 2002, Sogn Billag took over Hallingdal Billag, operating the 30 vehicles as a subsidiary, whilst Hallingfrakt A/S acquired the freight traffic. Eventually the business was absorbed into Nettbuss becoming Nettbuss Hallingdal Billag.*



*Hemsdalsbilene, Volvo with Vest Buss part freight body, loading in Gol Station for a service to Hemsedal. Vest Buss built its first bodywork in 1967. In 2002 Busscar acquired a major stake, later selling out. The final bus bodies were built in 2011 although the company continues to trade as an Iveco distributor.*



## Kingsbridge 2021 – Chris Drew



In the few times I've gone to this, I've realised what a large undertaking it is for both the organisers and anybody who wants to see the buses in the wild, so to speak! After the first time of chasing around, getting hot with not much to show for it, I decided to take one area at a time and exploit it as much as I could.

This time, I chose places to the south, Soar, South Pool and Slapton, purely coincidence they all started with the same letter.

**1)** 2021 sees the 60th anniversary (+1) of the entry into service of the Bristol SU. The aim was to gather the largest collection of SUs at one meeting. 9 turned up including Western National 424, (later 1224.) It was withdrawn from service as late as 1979. It was photographed at Halwell in the morning on the journey down from Totnes.

**2)** Western National 2015 a rare Beadle Bedford re-built in 1949. After its life with WNOC, it joined the Millbrook Steamboat & Trading Co. working on the Rame Peninsular followed by school work for Willis of Bodmin. There's James Freeman in the driving seat again, it would seem that he loves revving the nuts off a Bedford engine! It was seen at Soar.



**3)** The village of South Pool and the 13th century church of St. Nicolas & St. Cyriac have kept scenic photographers happy for years and to have Western National 137, Bristol bodied Bristol H in the scene, is just the cherry.

**4)** It wasn't all single deckers. Colin Billington's Bristol FLF was caught heading down from the village of Slapton to the coast road going back to Kingsbridge.

**5)** Giving a real feel for the area Wilts & Dorset Beadle bodied Bristol L6B winds its way through the single-track lanes giving a comfortable ride to all aboard.

**6)** No stranger to members of the SOC, Tilling Stevens GOU732 heads back to Totnes on the last feeder service of the day.



## Part 2 of the London Buses 2003/04 Robert Martin



View of a Dart/East Lancs Spryate R717VLA note Barry in the Photo.

Route History: S2 Clapton- Stratford: **18.04.70** Clapton Pond-Bromley By Bow with AEC Swifts (MBS) replacing route 208: **18.04.72** Clapton Pond- Bromley By Bow Station as above and Metro-Cammell Scania (MS): **02.11.85** Clapton Pond- Stratford Nationals (LS): **01-12-90** with Renault-Dodge and Metrorides: **28.02.98** FIRST CAPITAL as in Photo: March 2001 then to FIRST LONDON then Dart/Marshall: Withdrawn **05.07/08** replaced with route 425/488 Garages History: Dalson,Hackney (FIRST),Popal,Stratford and West Ham



View of Centra L662MSF at Raynes Park station Volvo B6/Alexander ex Stagecoach Fife Scottish also of Bakerbus

Route History: Wimbledon station to Raynes Park: **03.10.34** Wimbledon station-Raynes Park with LTL:**08.04.36** Wimbledon-Raynes Park-Wimbledon Copse Hill (**27.05.36**) LTL replace with AEC Qs; 06.05.53 Qs replace by RFs: 03.01.62 Wimbledon-Raynes Park station withdrawn Raynes Park-Copes Hill replace with route 286: 25.08.65 RFs replace with RTs:**01.01.70** Mitcham(Mon-Sat)-Wimbledon station(Suns)-Raynes Park-Kingston (SunsPM): **30.1.70** Mitcham(Mon-Sats)-Wimbledon(Suns)-Raynes Park Withdrawn Raynes Park-Kingston(Suns) Converted to Single Deck OPO with AEC Swift (SMS): 13.11.77 Converted to Double Deck with DMSS: 25.04.81 Willington (Suns) - Mitcham (Mon-Sat)-Raynes Park: **27.10.84** Brixton Garage(Sun-Sat)-Merton Garage(MS/SUN PM) Wimbledon station(Sun PM)- Raynes Park with Daimler Ds: **22.03.86** Transferred to CITYRAMA Brixton(Mon-Sat)-Streatham station(Mon-Sat Evenings)-Wimbledon station(Sun PM)-Raynes Park(Mon-Sat) with DMSS: Transferred to LONDON UNITED with National MK1s: **03.06.89** Transferred to LONDON GENERAL with Metrobuses: **17.06.95** Mitcham-Raynes Park Converted to Single Deck with Darts (Plaxton): **17.06.95** Transferred to MITCHAM BELLE with Darts SLF: **17.06.00** Transferred to CENTRA as it purchase Mitcham Belle with Darts/Volvo Alexander RH: **20.05.06** Transferred to Go AHEAD LONDON with Darts: **22.03.07** change to Enviro 200 Darts,Enviro 200/Optare, Dennis Enviro 400: **29.08.20** Converted to double Deck; **22.05.21** Converted to Electric buses with Optare Metrodecker electric buses: Garages History, Sutton, Colliers Wood, Merton, Norbiton



View of Armchair Trident/Alexander KN52NDL also of Telling Golden Miller and non PSV bus

Route History: 237 Hounslow Heath-White City: **03.10.34** Hounslow Garage-Chertsey Station replaced route 137; **7.12.42** with LTLs; **06.05.53** with RFs; **27.01.65** Converted to One Person Operation; **17.04.77** Converted to Bristol LHs:**28.01.78** with Routemasters; Converted to One Person Operation with Metrobuses; **06.01.90** with Olympian (Riverside Buses): **31.08.96** Withdrawn Hounslow Heath-Sunbury;**27.06.98** ARMCHAIR new Contact Shepherds Bush-Hounslow as in the above Photo: **19.11.04** Armchair taken over by Metroline with Trident/Presidents (TP); **29.11.08** Extended from Shepherd Bush to White City with Wrightbus Eclipse Gemini 2 (VW) to 2021 Garages History Hounslow, Stamford Brook,Turnham Green and Brentford.



Arriva Routemaster JJD523D at Finsbury Park station >>>>



Route History: **03.10.34** Finsbury Park- Tooting Bec (Mon-Sat)- Streatham Common (Sun) with NSs: **08.09.39** Finsbury Park (Sat Evenings Suns)- Highbury Barn (Mon-Sat)-Clapham (Evenings)-Tooting Bec (Not evenings)- Streatham Common (Sun not evening) with STLs: **15.05.40** Finsbury Park -Tooting Bec station (Mon-Sat)-Streatham Common (Sun) with STLs: **17.10.56** Finsbury Park- Tooting Bec station withdrawn Tooting- Streatham Common: **23.01.66** Finsbury Park- Tooting Bec station (Mon-Sat)- Streatham Garage (Sun) with RTLs/RTs: ) **08.01.72** Finsbury Park- Tooting Bec station withdrawn Tooting Bec-Streatham: **15.07.72** with RTs/RMs: **12.08.72** RTs withdrawn: **03.03.90** Finsbury Park (Mon-Sat)- Tooting Bec station (Suns)- Merton Garage (Sun evenings) also with Metrobuses/DMSs: **24.04.93** Finsbury

Park-Battersea Bridge Contract Rassigned to KENTISH BUS with RMLs/Olympians:**28.02.98** Operation Transferred to ARRIVA LONDON with RMLs: **02.04.05** Converted to OPO with Volvo/Wright Eclipse Geminis: **28.03.15** Contact Rassigned to LONDON GENERAL with Volvo/Wrightbus and Hybrid: **01.04.17** Contract Rassigned to ARRIVA with Volvo Wright Gemini: **TODAY as 2022** is with Volvo Wright Gemini and New Buses for London e.g the new Routemaster buses: **OPERATING GARAGES** Holloway, Battersea, Tottenham, Brixton, Stamford Hill. Norwood, Stockwell and Northumberland, 19A Finsbury Park-Hammersmith (Suns) **15.09.69** with RTs withdrawn **21.03.71**. 19A Battersea-Tooting Bec station with DMSs **16.07.72** withdrawn **05.10.74**

## Tales from 226

*These are short pieces of personal recollections from my time at 226 Portswood Road. I have always had a terrible memory for names, so if any reader would like to fill in the gaps or add to the recollection, I'm more than happy to print the information. Barry T.*

### No.1

One of my first jobs was to go into the body shop, seek out Dennis (surname?) (Always wore a brown dust coat with one hand in the pocket as a result of illness or injury), and locate a set of tram windows. The windows were 'filed' away on racking to the left-hand side of the body shop. A quick dust down, wrapped in newspaper, tied-up with string and passed to John(surname?) chairman of the tram preservation group. The trams would soon be back on the tracks, that was 1969, we are still waiting.



Alexander Dennis E40D demonstrator SK71 CKX. Operating rail replacement with Xelabus. © Robert Winkworth.



From John Williams.



CCG 704G at Nigel's funeral on 28<sup>th</sup> February. David Etheridge



# Covid19's effect on the Solent Bus Network – David Etheridge

The Traffic Commissioners issued revised Covid-19 Advice for Operators on the 14th February. The current shortened registration period of 35 days for temporary service changes and the ability to submit temporary changes under the Covid-19 Emergency Procedure with 3 days' notice is extended yet again, now until 18th March 2022.

Services operating on a temporary timetable as at 18th March will now be able to continue to operate on that timetable until 31st December 2022 but are then expected to return to the last registered timetable from 1st January 2023 unless a revised full registration is submitted.

Any service changes submitted from 19th March 2022 need to be submitted as a full registration with the pre Covid-19 notice period of 70 days.

By mid-March bus use outside London had recovered to around 80% of the pre-Covid level Mon to Sat and 86% on Sundays, London was around 2% behind this on all days.

National Rail had improved to around 70% of the pre-Covid usage but the tube had only recovered to around 63%.

Cycling was still fluctuating on a daily basis, probably weather based, but was at around 120% of the pre-Covid level mid-march after having been below pre-Covid levels during the previous two months.

Traffic levels remained at around 95% of that pre-Covid, but cars were down around 10% but half of this reduction was made up for by a growth in Light Commercial and Heavy Goods vehicles.

Dft has announced that CBSSG (Covid Bus Service Support Grant) has been extended until the end of September 2022 but at a reduced rate from 1st April 2022. Dft has announced that this will be the final period of support and that local transport authorities and operators should work to develop new, effective financially sustainable networks post pandemic.

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 25th January and the end of the Covid-19 special measures on 18th March.

## **First Bus Portsmouth / Fareham.**

28, 28A Fareham – Whiteley: 10/4 removal of timing point at Segensworth West and 06.50 M-F ex Fareham extended to Swanwick Station.

## **First Bus Southampton.**

M1 Southampton – Marwell Zoo: 9/4 service to restart for 2022 summer season.

## **Go South Coast Bluestar.**

1 Southampton – Winchester: 5/3 frequency increase Sat from every 30min to 20min.

2 Southampton – Fair Oak: 28/2 frequency increase Mon to Fri from every 20min to 15min, Sat from every 30min to 20min.

16 Southampton – Townhill Park: 28/2 frequency increase Mon to Fri from every 20min to 15min, Sat from every 30min to 20min.

17 Weston – Adanac Park: 6/2 frequency increase Mon to Fri from every 12min to 10min, Sat from every 15min to 10min.

18 Hightown – Millbrook: 6/2 frequency increase Mon to Fri from every 12min to 10min Sat from every 15min to 10min.

## **Go South Coast Unilink.**

No Changes.

## **Go South Coast Salisbury Reds.**

X7/X7R Salisbury to Southampton: 5/3 07.48 Sat Whaddon to Salisbury to operate as a PR15 beyond Petersfinger. 21/3 07.48 Sat Whaddon to Salisbury to revert to operates as a X7 throughout.

## **Go South Coast morebus.**

X3 Salisbury – Ringwood – Bournemouth: 28/2 minor retiming for reliability.

X6 Poole – Ringwood – Bournemouth: 28/2 minor retiming for reliability.

## **National Express.**

030 Fareham – Victoria: 3/3 remains at 7 journeys Tue to Thu, 8 journeys Fri to Mon.

032 Southampton – Victoria: 3/3 remains at 10 journeys Tue to Thu, 12 journeys Fri to Mon.

035 Poole – Victoria: 3/3 remains at 14 journeys Tue to Thu, 18 journeys Fri to Mon.

160 Poole – Birmingham: 3/3 remains at 2 journeys Mon to Sun.

204 Poole – Heathrow Airport: 3/3 remains at 6 journeys Mon to Sun.

## **Southampton Minilink.**

13A Southampton – Harefield: 5/2 Sat hourly service added with lunchbreak, no change to the Sunday service.

14 Southampton – Chartwell Green: 4/4 new service Mon to Fri with five hourly round trips.

## **Stagecoach Havant & Chichester.**

20 Havant – The Hard: 14/3 for three weeks diverted via Petersfield Road in Havant due to closure of Martin Road.

21 Havant – The Hard: 14/3 for three weeks diverted via New Lane in Havant due to closure of Martin Road.

## **Stagecoach Winchester.**

64 Winchester – Alton: 19/2 to 27/2 rerouted and retimed for road closure at Alresford.

67 Winchester – Petersfield: 19/2 to 27/2 rerouted and retimed with termination at Petersfield Rail Station due to road closure at Alresford.

## **Xelabus.**

No changes.



# OPERATOR NEWS

Company and fleet news always welcome from operators, members & enthusiasts,  
email [barry.barnessoc@gmail.com](mailto:barry.barnessoc@gmail.com)

## First Bus Hampshire

Streetlite 42422 is now in "Solent" colours – re-entered service 27/01. (*Matt Forbes*)

Transferred from First Leeds to Southampton (City Reds) January 2022.

35204 SL16 RDZ, Wright Streetdeck H45/28F, Leeds City green livery.

35206 SL16 RFE " " Standard UK livery.

35209 SL16 RFK " " New City Red livery.

35212 SL16 RFX " " Leeds City green livery.

Jan/Feb from Southampton and Hilsea to Chelmsford and Colchester. 63061 SK63 KKB, 63063 SK63 KKD; 63064 SK63 KKE; 63065 SK63 KKF. Wright Streetlite DF B41F. All branding removed before departure. (*Shaun Daniels*)

## Gard, Southampton

PH1146678/10 From Southampton, St Vincents Walk to Chartwell Green via Woolston and Bitterne No.14. From 4th April 2022. Monday to Friday, not public holidays hourly.

## Gemini, Marchwood

New into the fleet MT05 CJT. Scania K114IB4/Irizar C53F, new to Turner, Bristol. (*Phil Savin*)



## Go Ahead Bluestar

Mercedes Benz Citaros HX06 EZJ now registered NHE 108 with Kapnos, Larnaca, Cyprus; HX06 EZA (NHE 743), HX06 EYZ (NHE 958) with OSEL, Nicosia, Cyprus.

Ex Bluestar, new to Wilts & Dorset MB Citaros HF06 FTX (NHB 730), HF55 JZM (NHH 948) with Kapnos, Larnaca, Cyprus. HF55 JZO (NHE 702), HF55 JZW (NHE 972), HF55 JZP (NHH 125), HF06 FTT (NKK 635), HF06 FTP (NMP 898) with OSEL, Nicosia, Cyprus. HF06 FTY (NKH), HF55 JZV (NHB 689), HF55 JZU (NHE 439), HF55 JZT (NHE 456), HF55 JZR (NHH

989), HF06 FTU (NKH 604), HF06 FTV (NKH 809) with Zinon, Larnaca, Cyprus.

## Go Ahead Unilink, Southampton

Rachel Perkins has taken over responsibility of the day-to-day running of Unilink.

## Osgoods, Totton

New fleet list now on the SOC website. (*Graham Starke*)

## Pete's Airlink, Waterlooville

PH1043606 WHITE GATE FARM, ROADS HILL, WATERLOOVILLE, PO8 0TG. Increase at existing operating centre 80 vehicles.

## Stagecoach South

Two themed buses to celebrate the Queen's Platinum Jubilee this year are operating between several depots.

26150 (SN 67 WVU), a young woman was killed in an accident at 10.30pm January 29 in St George's Road, outside Gunwharf Quays.

19886 (GX11AKO) the incident took place on Highleigh Road, Sidlesham, in Sussex. The bus swerved off the road and into a ditch to avoid a collision with another car. (*Shaun Daniels*)



Bus fares increased in some Sussex towns from Tuesday (March 1). Fares will rise on most services and it will affect a number of routes across the whole county.

Return tickets will be increasing and they are removing the 13-week MegaRider tickets from all services.

A new day ticket bundles named Flexi 5 and Flexi 10, aimed at regular but infrequent customers were introduced. The 7 day MegaRider ticket is also rising in Chichester, from £13.20 to £14.00.

*From Sussex Live which chose to illustrate the article with a photograph of VX04 MZG (80009)*





One of the Winchester loans. © Shaun Daniels

There are two stagecoach loans to Winchester from Chichester which are 27841 and 27842. *Shaun Daniels.*

SN69 ZHW, transferred from Basingstoke to Winchester.

From Saturday 19th February 2022 until Sunday 27th February 2022. Due to the need for remedial work to be carried out on the brick railway arch between Ladycroft and Alresford, services 64 and 67 were diverted and operated to temporary timetables. Some buses ran earlier than normal times, including last buses. *David Etheridge.*

Emergency Closure of City Road towards Winchester from Monday 21st February 16 Feb 2022 to 25 Feb 2022. Services from Worthy Road and Andover Road (7, 67, 85, 86, 95, 461 and Spring) used Hyde Street to access North Walls and resume normal route. Buses from Stockbridge Road (3 and 16) diverted after Dean Lane Corner via Bereweke Road and Andover Road to use Hyde Street. Buses from Romsey Road (5, 46 and 66) diverted after Sainsbury's (5) or Pitt (46 and 66) via Badger Farm Road and St Cross Road to Jewry Street to rejoin normal route at North Walls. Buses on Service 1 towards Winnall which normally serve the Railway Station will be unable to do so and will follow the daytime route via Jewry Street. Buses on service 4 towards Highcliffe diverted after the RHCH via St James Lane, Sparkford Road and Ranelagh Road to enter the city via Southgate Street and Jewry Street to resume normal route at North Walls. Buses on service 63 towards Winchester followed the service 1 route between Cromwell Road and the City. Buses on Services E1 and E2 towards Winchester omitted Stanmore and ran direct via St Cross Road and Jewry Street into the city. Winchester Park and Ride was split into two sections. *(David Etheridge)*

PH0005857/304 From Winchester to Lordshill/Whiteparish No.: 9661 / 661 / 662 / 663. Effective 19 January 2022. Services mainly intended for Peter Symonds College students.

## Whealers, Southampton

New BV71 JCY, Mercedes Benz Tourismo C51Ft.

MX55WDS Plaxton Enterprise EB01 B28F ex Wheelers, new to Munro, Jedburgh. Now in Nicosla, Cyprus still in Wheelers livery.

## Xelabus, Eastleigh

Sea View Coaches IOW acquired. *(Phil Savin)*

Further news from Xelabus is that they have ordered two new double decks with leather seats, seat belts, wifi etc for September delivery. To be used on the X4, Private Hire and Rail Replacement. *David Etheridge* One of the new deckers may appear at the coach show. *Phil Savin*



YU52 XVM from Sleafordian, this bus back down south again ex Southern Vectis. *Phil Savin*

Graham Starke spotted the following operating Xelabus school contracts, Matt Forbes fills in the details: Van Hool TD927, originally Stagecoach Thames Transit {Oxford Tube) OU59 AVC. Passed to Stagecoach Western for the X77 between Glasgow and Ayr and replated X77 SCG. Reverted to original plate Dec 2018 and sold via (I think) Ross's lot to Seaview (Robinson) the following month. Replated TDL 856 the same month.

## Xelacoach



G3 XEL (LJ58 GCK) 602 ©Phil Savin

## Coliseum.

Recently Graham Starke has worked on the update to the Coliseum fleet list and raised an interesting question regarding South West Garages. Here are the responses:

From Roger Watts: David Hutchings remembers there being a South Western Garages by Central Bridge in Soton, and, just speculating wondered if the garages had anything to do with the South Western Hotel at first (?) It might have developed as a motor repair business and possibly supplied vehicles. He remembers a concrete and steel building.

The Luckett website lists several businesses taken over by Coliseum: the original Gosport Coliseum (Tom Goodman), Santoy, Fair Oak, Greyhound Coaches, Woolston and, wait for it, South Western Motors of Soton.

So, although no-one remembers them, it seems that GOW 996/7 were new to South Western Motors and registered by them. Coliseum, at both Gosport and West End, were in Hampshire, so registered in that authority not Southampton as we might assume, so the coaches were unlikely to be registered by Coliseum. As you indicate they went to Coliseum, so presumably acquired with the SWM business.

From David Hutchings: From my 1958 Kelly's Directory.

It lists: Marsh Lane (north east side) Southampton. South Western Garage (Southampton) Limited motor engineers & garage Rover distributors. Telephone 22313 Telegram "Sowesgary"

I trust this may help a little. I suggest that the name originated either with the location nearby of the Southampton Terminus (Docks) Station opened by the London & South Western Railway or the adjacent South Western Hotel. It might have been that the business derived from garage facilities at the hotel in the early days of motoring.

Alan Lambert has come up with some more information. GOW 996/7 were TSM new 1950, chassis type unknown, but I think there was only one type after the war, with Dutfield C33F bodies. Chassis nos. 9570/97. To Coliseum in 6/54. We haven't picked up on these before probably because they were licensed in the name of the owners - do we know their names?

Any additional information regarding Coliseum history or vehicles would be most welcome. Email to editor please.

*From the Graham Starke collection.*



14/3/22. A broken-down bus caused delays on the A31 throughout this morning as teams worked to recover the stranded vehicle.

Stagecoach was forced to cancel the 9.45am 64 service from Alton to Winchester due to the breakdown, a recovery lorry managed to tow away just before 1pm.



# SOC Index 2021 Newssheets 247 – 252 Compiled by Roger Watts

This index features articles which have appeared in the newssheet during 2021. Titles are shown and authors' names which appear in *italics*. Regular features and items which were pictorial only are not included. The issue number and page number appear in the right-hand column.

2019 Stokes Bay Rally	Issue 248 page 6	Independence Day?	250 p8
Andover Diary	247 p8; 248 p8	Jones, W. Hursley – Continuing the Story	249 p15
Back to School Running Day, The	251 p15	<i>KK 79177</i>	248 p12
Bluestar Fleet List (as at Nov 2021)	252 p10	<i>Lambert, A</i>	249 p15
Border Offa's variety	248 p9	Last Bristol RE with Provincial	251 p6
Bulman, J	250 p6	<i>Lawson, T</i>	252 p7
Buses and Model Railways, Parts 22, 23, 24, 25;		<i>Lawson, T &amp; Morton, M</i>	250 p9
247 p23; 248 p7; 249 p8; 250 p6		<i>Lindsell, D</i>	247 p8; 248 p8; 249 p3; 251 p14
Brijan Tours – Reflections on the stage carriage work	252 p4	List of newssheet editors	250 p3
Chadwick, John	248 p11	List of Coaches I Wish I Had Driven	250 p10
CPPTD – Wicor Depot open Day	251 p14	May Railway Notes	249 p3
Covid 19's effect on the Solent Bus Network.		Message From The chairman, A	249 p3
247 p15; 248 p16; 249 p16; 250 p15; 251 p16; 252 p14		<i>Morton, K</i>	251 p6
Croeso i Eryri	251 p8	<i>Morton, K &amp; Lawson, T</i>	250 p9
Damp at Detling	247 p7	Postscripts to n/s 249	250 p4
Drew, C		Provincial No. 57	252 p7
247 p7; p10; 248 p4; 249 p6, p7; 250 p8; 251 p4, p15;		Rail Replacement	248 p14,15; 249 p22; 252 p21
252 p8, p20		<i>Savin, P</i>	248 p14; 250 p10
Driving the Dream	249 p4	<i>Smith, R</i>	248 p15
Etheridge, D		Stagecoach Repaints	248 p15
247 p15; 248 p11, p16; 249 p16; 250 p15; 251 p16; 252 p14		<i>Starke, G</i>	249 p12; 252 p4
Exmoor Book Ends	249 p7	Sunderland & District	249 p6
Finding My Routes from Southampton to Bath. 251, p4		Thirty Years Ago (1980)	248 p11
Forbes, M	251 p12	Turberfield, B	248 p9; 251 p8
Four Days on the Road– the 2021 Royal Blue Run. 252 p8		Victorious 2021	251 p12
Great British Black & White Bus Book, The	248 p4	Vehicles on loan to First Hampshire & Dorset. 248 p18	
Hants & Dorset	247 p4	<i>Watts, R</i>	247 p4; 249 p4; 250 p4
Hants & Dorset in Fareham	249 p11	<i>Wilkinson, J</i>	248 p14
Hoeford in 1969	250 p9	<i>Willats, A</i>	247 p23; 248 p7; 249 p8; 250 p6
Hursley Coaches	248 p12, 14	Winchester RE Running Day	252 p20



Coach of the month, one of Wheeler's finest on a gloomy 1st February morning, cannot make out registration and not exactly sure what it is.

SL16 RFE First Leeds a visitor to Empress Road on 5th March.

David Etheridge



## Photographic competition winners 2022.



Above: 1<sup>st</sup> Chris Drew. Below left: 2<sup>nd</sup> Phil Savin. Below right: 3<sup>rd</sup> Adrian Willats.

