



Newsletter No. 238

Aug/Sept 2019



FoKAB running day, 1st May 2019. King Alfred 596 LCG in NBC red as Hants & Dorset 2212. © Adrian Willats

In this edition:

FoKAB running day ~ Riding the 400XLB ~ Amberley 2019 ~ Alexander Dennis open day
 ~ Go Ahead South Coast new 'Shade' branding and livery ~ Model buses part 9 ~
 Manchester remembered ~ Hants & Dorset archive ~ April railway replacement.

Plus the latest fleet news.



Editorial

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

Could it be all change locally? I think it might, and I'm not the only one as you will see from Chris Drew's new 'Shore' branding for Go Ahead which is featured within these pages.

The greedy American investment house that demands dividends above all else has decided to exit the UK bus and rail industry. The reports in various publications highlight that First Hampshire & Dorset is one of five operating divisions currently making a loss. So the question is: what is next?

Compared with the heydays of post privatisation, when the employee buyouts sold their souls to First for a fist full of readies, the network that First inherited is now just a shadow of its former self. This begs the question: is there anything locally worth buying? With low margins, no profits, threat of union action, poor reputation and an aging fleet, from an outsiders prospective, the answer must be no. Sandwiched between Go Ahead and Stagecoach, any newcomer would have their work cut out to geographically spread their wings and seek profitable new territory. As Bluestar has recently demonstrated in Southampton, it is relatively easy to extent an existing network by registering commercial services and offering a quality service. With the days of being referred to the Monopolies & Mergers Commission well behind it, Stagecoach could from the Portsmouth depot take the same approach as Bluestar and register a commercial network. Neither of the companies would need to go through protracted trade negotiations and such a squeeze would deter any would-be interloper. This would however leave the three local authorities responsible for tendered services with any residue and place further pressures on already stretched budgets.

With the South Hampshire Economic strategy supposedly in development, this is the ideal time for all parties to look at formulating a coherent transport policy, one which Hampshire missed out on with the formation of the PTEs at the end of the 1960s. As Phil Blair states in his letter (see page 3), Hampshire County Council has been consistent in maintaining some tenders over many years, but perhaps that in its self is a problem. Maintaining the status quo meets the needs of a certain demographic; it does not proactively seek new and emerging markets or invest heavily in technology, something that millennials moving into the new housing estates along the Xelabus route demand.

An interesting comment was made by the Delaine family, 'you should work with the local authority not for them'. In our part of the county, it might be beneficial if we could get the three local authorities to start working together, with a strong team of Officers willing to think outside the box and a small number of strong bus operating companies, the future could for the first time in decades look bright. As bright as Chris Drew envisages it (*page 8&9*), let us wait and see. Philosophising is always fun!

2020 Photographic Competition

With summer upon us and excellent light levels, it is time to think about the photographic competition in February 2020. The rules require the photograph to be of a PSV taken by you between 1st January 2019 and 31st December 2019. Full details will be in the December issue.

Additional 2020 competition. The Rodney Barnes Memorial Trophy.

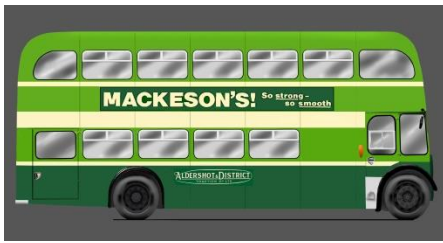
To honour the memory of a long serving club secretary and news sheet editor, the Club will be holding a one-off photographic competition at the 2020 AGM in February.

Rules: a photograph of a bus operating in London; London defined as all TfL (and previous incarnations) routes; one entry per member; normal end print size; received by the Editor before 20th December 2019 by post, at a meeting or email jpeg.

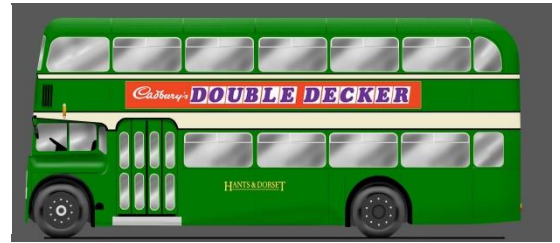
Committee. Chairman: Roger Watts, Secretary: James Woodcock, Treasurer: David Etheridge.

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Club News & Diary



Club News

The June meeting started with Tim Wood bringing 100 pictures of buses in places that he chose to visit (rather than places he was sent to by Lucketts!). They included vehicles from all around the country. After our break for tea the meeting continued with Phil Savin with a selection of photos from not only different locations but also different eras. The combined show fitted together well and proved to be very enjoyable. Finally, Roger announced that since the provisional visit cannot be confirmed the September meeting will be a members meeting entitled "Fifty years of ..." each member deciding for himself what would be his subject. *Roger Watts*

In July we visited FoKAB at Chilcomb. POU 494 arrived at Park & Ride South to transport us to the depot for a look around the current engineering projects and a welcome cup of tea. OU 9286 was cranked into life and we set off for a tour around the city centre and Stanmore with plenty of photographic stops on route. Upon return to the depot we re-boarded POU 494 for a tour up to Teg Down before being returned to the Park & Ride. Special thanks to James Woodcock for arranging the evening, Dan Finnegan for all the driving, Helen for refreshments (good luck with the Stagecoach driver training), Melvyn and Pete (interesting display of ticket machines) for giving up their Friday evening.

Full report in the October news sheet.

Letter from Phil Blair.

"The Editorial whilst congratulating Bluestar on its Route 3 from Boorley Green to Eastleigh section forgets that the reference to "poorly served by public transport area beyond Boorley Green to Eastleigh " is in fact INCORRECT.

For a few years now Xelabus has been running its X9 between Bishops Waltham and Eastleigh as well as its X10 from Bishops Waltham to Southampton and its X15 Eastleigh to Hamble services all supported by HCC!

The routes formerly Brijan 7 and 8 have Enviro 200 buses employed and they have retained their current loadings for patronage on this section of route between Fair oak and Denhams Corner just short of Boorley Green?"

Bristol, revised visit Saturday 19th October 2019

Depart Portchester Community Centre at 09:15, Southampton Parkway at 09:45 to arrive Bath Riverside drop-off c1200 midday. Continue to Bath Weston Island Firstbus depot for onward journey by bus to Bristol. Return to Bath 16:00 for 16:15 at Bath Riverside for return journey arrive c.18:30. Bring own sandwiches/flask and hi-vis jacket. £15pp book with David Etheridge.

WANTED: A customer of mine is looking for the Southdown Enthusiasts' Club fleet list book for 1990 to complete his collection. If any member has a spare copy that they can part with for a reasonable cost, would they please let me know - adrian.willats@virgin.net - thank you!

2019 Diary

2nd August.

Visit to Bob's Bus Depot.

6th September.

Members evening. Fifty years of.....

4th October.

Robert Martin & Adrian Willats 'The NBC Years.

1st November.

Guest speaker ~ Chris Aston.

6th December.

Pub style quiz including members of other clubs. Teams of four to six members.

2020

3rd January.

Joint S&DTHT/Members' Evening – Southampton buses, coaches or trams.

7th February.

AGM and Photographic competition.

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12th August S&DTHT barbecue at Bursledon Brickworks

4th August Provincial Society Bus Rally, Stokes Bay.

14/15th September, Southampton Heritage Open Day (see back cover).

Not what it used to be?" Adrian Willats visits the annual FoKAB running day, 6 May 2019.



AEC Reliance/Yeates VBT 191

Over the years, in January and May, I have visited this event many times (experiencing weather that could be summed up as shivering, soaking or baking!) and always - to varying degrees - basically enjoyed it. The 'punters' are often heard saying that it used to be better on New Year's Day, or that there used to be more vehicles, more stalls etc - and all of these views can be justified. I agree that, as a post-Christmas event, it was guaranteed some level of support due to there being, event-wise, nothing else happening at that time of year. However, that was a limiting factor to me as, since becoming a married man, I could only go for a few hours in the morning - 1 January being my wife's birthday!

Vehicle numbers will fluctuate however many are invited - many things can conspire to prevent a bus and its crew from attending - so we have to accept that what is printed may not be exactly what is waiting at the stops to take us on our rides. As to traders' stalls, a similar point applies. True, it did look like there were more when both the main hall and the smaller room across the corridor were used - but the last few times that I saw that done, one could easily suggest that it was merely 'spreading out', and that the sum total of both rooms could have been fitted in the main hall. In any case, while it is nice to see the 'regulars', it might also be good to have a few newcomers. A slightly different spread of books or models, or a photograph stock not usually seen in this area might make the difference. Also, it no doubt costs extra to hire the additional room - and I don't suppose that a Guildhall's rates are that cheap!

Admittedly, I spent very little this time (under a 'tenner', programme excepted), but I still enjoyed my day. Between chatting to friends, lunch stops, stall browsing and a bus ride or two, I found enough to do. I managed to take a reasonable variety of photographs and the weather, although cool-ish at times, at least stayed dry - memories are still fresh of the final January event in 2014, whose rain might be politely described as 'steady'.....



Yellow Buses Alexander Dennis SN17 MTO; a well-known Renault TN4F and NTU 125, a Foden PVRF6 with body by Metalcraft Ltd. of Newcastle-under-Lyme, new in 1951.

Riding 400XLB's. David Etheridge



What is a 400XLB I hear you ask, well it is a Volvo B8L with an Alexander Dennis Enviro 400XLB body which seats 100 passengers to H61/39D layout and is 13.4m long, 42 of these impressive vehicles were delivered to Lothian Buses earlier this year and entered service during March. These three axle double deck buses differ from the many that ADL has been successfully selling in the Far East, North America, Australasia and recently Europe (Switzerland and a new order for Berlin) which have a heavier Enviro 500 body designed to carry an air conditioning unit above the engine.

Lothian has been experiencing passenger growth on some of its routes leading to passengers being left behind especially in the peaks, it could have increased frequency's which would have required extra buses, drivers and garage space, and put more buses on to congested City centre streets. Instead Lothian decided to look at larger vehicles which resulted in the 400XLB's which have 20% more seats than the standard two axle single door buses recently delivered to Lothian. Lothian decided they did not need air conditioning in Scotland and thus the extra weight and higher fuel consumption of an Enviro 500 so approached ADL to see if they could supply a lighter option thus the 400XLB was born, being an extended Enviro 400MMC. Apparently the XLB does not stand for eXtra Long Bus but the X comes from the Scottish flag and the LB stands for Lothian Buses.

On the 8th April I was travelling through Edinburgh and had five hours to spare before I needed to travel to the airport having arrived by train from Dundee so I decided to ride some 400XLB's.

Having asked some Lothian drivers waiting to take up duties in the city centre I ascertained the buses are used on routes 11 Ocean Terminal – Hyvots Bank and 16 Silverknowes to Colinton with any spares used on route 7 Newhaven to Royal Infirmary. The drivers stated they were impressed with the buses and that they are no more difficult to drive when you have got used to their length.

Lothian Buses has recently ordered another 32 of these impressive machines, fifteen will be to a higher specification for the airlink service to the airport and the other seventeen will presumably complete the conversion of the 7 to XLB operation.

My first ride on an XLB was on fleet number 1098 on route 11 from the city centre to Ocean Terminal, the bus was very comfortable with high back seats covered with Lothian's dark red moquette and fitted with mood lighting, although these are 100 seaters there is ample leg room and there are only four seats across at the rear of the lower saloon making this area more spacious than on most buses. It was my first ride on a Volvo B8L which has Volvo's new 7.7 litre engine which was quiet inside the bus, no noticeable vibration and gave adequate power, although I am not sure it is up to powering the three axle buses with air conditioning up the steep hills in Hong Kong, but that will require a trip out East to research. Passenger reception to the new buses seemed good with a couple of passengers telling the driver how much they liked the new buses when they boarded and most had gotten used to alighting from the rear door.

I assumed the 11 would run from the City to Ocean terminal via main roads, but no sooner than we had left the City we hung a left and proceeded to Ocean Terminal through back streets with parked cars, blind corners, tight junctions and a long section of roadworks with barriers and parked construction vehicles. The driver handled the XLB well and the bus had an amazing turning ability for a vehicle of its size. I later travelled on bus 1090 on the 16 as this route passes within walking distance of the Ocean Terminal and returned to the City on bus 1066 on the 11. I was impressed with the Lothian drivers who rivalled Maltese drivers for ability in tight spots.

Overall I was very impressed with these buses. It will be interesting to see if anyone other than Lothian orders them, maybe they could be a contender for Stagecoach's 700 between Chichester and Brighton to move the summer loads. If sold in England the XLB may actually stand for eXtra Long Bus with revised badging.

Amberley 28/4/19 ~ Chris Drew



Gently!



I believe the body is not as old as it looks.

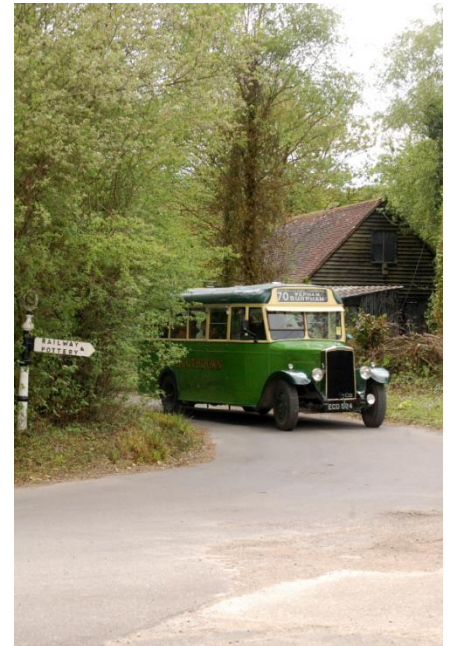


I think he could do with an extra hand....or foot....or something.



Above:
"Were full up but there's another one behind."

Left: Defying gravity.



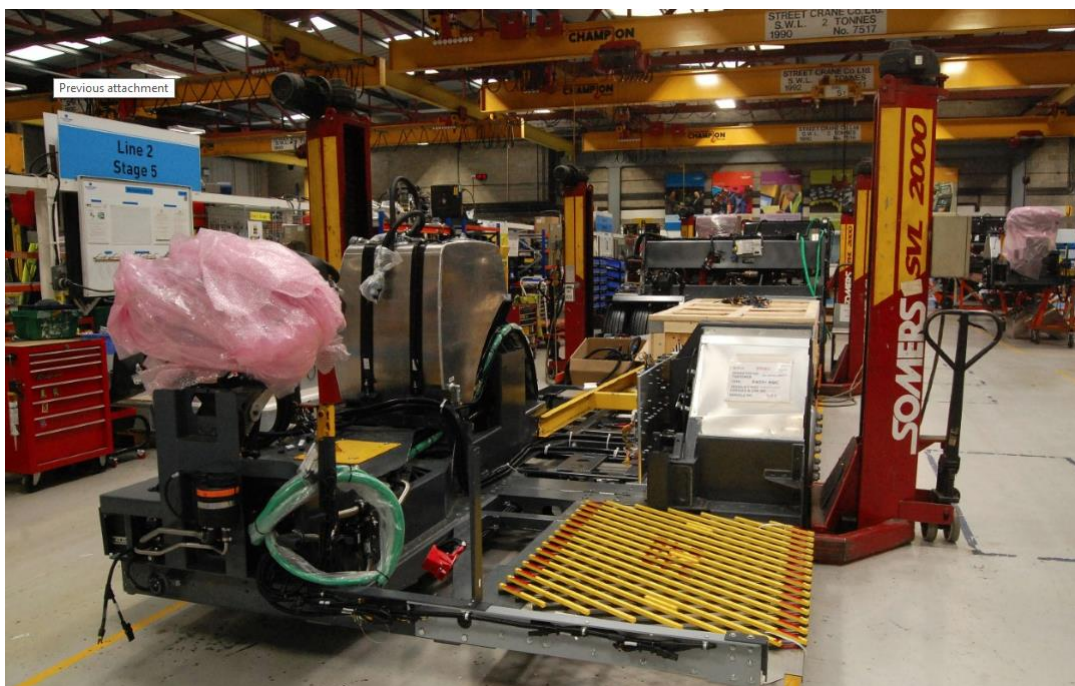
Many of the roads in the area outside the museum look very much like this.

30 YEARS AGO (First published in news sheet No.3 May/June 1978)

Southdown had taken delivery of their first PD2, but more interesting were the two Bedford OS's, 70 and 71. There 27 seaters were purchased for the Hayling Island - London service and they were just beginning their first summer season. They remained in the fleet for 10 years.

Up at Southampton, the Corporation were taking delivery of their first Guy Arab III's - 6LWs with the ubiquitous Park Royal H30/26R body. At the other end of its service life was tram 45 (of 1903), now preserved at Crich Tramway Museum.

ADL open day Guildford in May 2019 ~ Chris Drew



Chris Drew dreams of life in the 'Shade'.



After reading the article in this month's 'Buses' mag about the withdrawal of Firstenter SHADE (South Hampshire and Dorset Executive) part of the Go Ahead group.

The only other companies that I considered were Wellglade and National Express. A fair proportion of groups appear to be shrinking into themselves, even NATEX. If Stagecoach waded in the standard livery would wash over most of the area. In either case one wonders if the monopolies commission would step it.

Note that Shade would go back to a local operation in the two city areas covered using an all over colour from the previous corporations with just a nod to the secondary colour carried but playing on the local theme.

The rest of the fleet carry a two tone green (one being the Tilling version) and cream and logo in shaded red.

There might even be the possibility that the 'Eclipse' could be re-named under the Gosport & Fareham banner for services connecting the 2 towns.

The whole First thing looks to be more of a possibility this month than last and who knows where it will be in six months.



Gabriola type face



Manchester 1984 ~ Robert Martin



"Buses & Model Railways Part 9" - Adrian Willats walks up that hill to Alexandra Palace!



The pictures in this latest instalment are from the London Festival of Railway Modelling, which I visited on its second day, Sunday 25 March 2018.

Operator News



Bluestar

New 'rolling' bus stops have been introduced at Bargate and Shirley Precinct to reduce congestion.

Strike action in June by RMT members had minor effects on services.

The South Downs Rambler between Winchester and Petersfield will be operated on Sundays and Bank Holiday from Sunday 7 July 2019 to Sunday 8 September 2019 in partnership with the Southdowns National Park.

From 21st July, Bluestar 9 is extended to Lepe Beach.

Bryant Travel Ltd

PH2000195 Increase at existing operating centre: Emsworth & District Motor Services c/o Kattenhorn & Partners Ltd, New Lane, Havant, PO9 2NE New authorisation six vehicles.

Jet Connect Ltd

New operating centre, 1 BOTTINGS INDUSTRIAL ESTATE, BOTTINGS INDUSTRIAL ESTATE, CURDRIDGE, CURDRIDGE, SOUTHAMPTON, SO30 2DY. Authorisation for six vehicles. Removed operating centre: THE OMNIBUS DEPOT, WESSEX SELF DRIVE, FULFLOOD ROAD, HAVANT, PO9 5AX.

Mervyn's

PH1144187/1 Operating between East Stratton, Baring Close and Winchester Broadway given service number 95 / 95A / 96 / 96A effective from 01 July 2019. To amend Timetable.

Panache

New, TR19 PAN Yutong GT12 LZYTMTG69K1065198 C53Ft.

Portsmouth City Coaches

Acquired Merc minibus N906 NAP from Emsworth & District 5/19. It may only be on loan of course. Acquired 7/19 Optare Solo: YK04KWC new to Gloucestershire CC. Also acquired by Mike Elkin personally in 6/19 is Southdown PD3 BUF 272C ex Seaford & District. *Alan Lambert* Cancelled PK2013729/10 Operating between Denmead Green and Horndean Technical Colleges service number 636 effective from 07 August 2019.

Portsmouth Corporation

ORV992 residing in Bruz France currently for sale.

Princess Coaches

New BB19 ALB Sca K360EB4 YS2K4X20001910323, Higer body. HB19 HGB Sca K410EB6 YS2K6X20001911692, Irizar C59Ft. Congratulations to this operator in reaching their centenary in 2019. Bob Gray reports that the planned celebration is cancelled due to pressure of work.

Robert Potter

PH1107907 New operating centre: FORT CUMBERLAND, FORT CUMBERLAND ROAD, SOUTHSEA, HAMPSHIRE, PO4 9LD, authorisation for one vehicle. Removed operating centre: THE ROYAL MARINES MUSEUM, EASTNEY, PORTSMOUTH, SOUTHSEA, PO4 9PX.

Southampton Buses

Wednesday 31st July 2019 marked the 100 years of continuous bus services in the city.

The Yorkshire Heritage Bus Co Ltd has ceased trading, ex Southampton KOW 902F, Regent V/Neepsend is for sale £15,000.00.

Southampton Docks.

Dublin Leyland Olympian H479 PVW (90-D-1018) on route to San Diego. Leyland Olympian L779 SNO (93-D-10172) to USA. KMB streetdeck came through Empress Road the way from Ballymena to Hong Kong part of an order for 50 of these two axle double decks from KMB they are used on routes with tight corners where the tree axle double decks cannot get. (David Etheridge)

Wheeler's

Optare Solo YN53 EMK now at Southbourne Buses (Gard), Ringwood, Hants. 2011 ADL 200 and Dennis Trident currently advertised for sale.

Xelabus

YX11 HNT delete reference.

Changes to Barton Peveril services, from the Autumn term the following services will be transferred to Bluestar.

403 / 410 - Fareham to Barton Peveril; 409 - Port Solent to Barton Peveril; 411 / 412 - Warsash / Swanwick to Barton Peveril;

413 - Segensworth to Barton Peveril; 414 - Stubbington to Barton Peveril. These routes will be re-numbered by Bluestar.

PH1098723/118 From Southampton Central Station (South) to Southampton Common, Northlands Road via City Centre No. X80, effective for 6 July 2019 only. PH1098723/119 From Barton Peveril College to Southampton Common, Northlands Road, No. X81 effective for 6 July 2019 only.

PH1098723/120 From Winchester Rail Station to Boomtown Festival, Matterley Bowl No.: X90. Operates Tuesday 06/08/2019 to Monday 12/08/2019 only.

SN60 CNU/V Volvo B7RLE/Wright Eclipse 2, for sale at Chartwell Bus Sales £45,000.00 each.



Stagecoach service 69 between Winchester and Fareham. On Sundays and only from the Winchester end, not from Fareham calls Marwell Zoo.

Stagecoach will continue to operate night buses in Winchester for another two years at a cost of £7,100.00 per year.

Fleet Movements

Chichester (61): Trident 18081 18502; Volvo B7TL 16931 16933 16935; ADL E40D/Enviro 400 10001 10008 10009 19097 19098 19881 19882 19883 19884 19885 19886 19887 19900; Dart SLF 34518 35121 35122 35126 35127 35252; ADL Dart/Enviro 200 36014 36015 36016 36017 36018 36019; ADL E20D/Enviro 200 36823 36824 36918 36919 36920 37269 37270 37274; ADL Enviro 300 27556 27650 27653 27654 27661 27662 27663 27741 27742; ADL E30D/E300 (Gold) 27837 27838 27839 27840 27841 27842 27843; Optare Solo Slimline 47645 47646 47648; Optare Solo 47586 47587; Optare Solo SR 47932 47933; Reserve Fleet Volvo B7TL 16932 Dart SLF 34546.

Portsmouth (78): Trident 17740 18084 18514 18516 18517 18518 18523; Trident 2/Enviro 400 19034 19039 19055 19063 19071 19077 19078 19090; Scania/Enviro 400 15987 15988 15989 15990 15991 15992 15993; ADL E20D/Enviro 200 36825 36826 36827 36828 36829 36830 36831 36832 36925 37276 37277 37278 37279; Dart SLF 34415 34608 34620

ADL E200MMC 11.8m 26146 26147 26148 26149 26150 26151 26152 26153 26154 26155 26156 26157 26158 26159 26160 26161 26162 26163 26164 26165; ADL Enviro 300 27557 27655; ADL E30D/Enviro 300 27861 27862 27863 27864 27865 27866 27867 27868 27869 27870 27871 27872 27873 27874 27875 27876 27877 27878; Reserve Fleet Dart SLF 34633.

Winchester (58): Trident 18078 18310 18512 18520 18521; Trident 2/Enviro 400 19079 19096 19099 19158 19159 19160 19161 19162 19163 19193; ADL Enviro 400MMC 10889 10890 10891 10892 10893 10894; Dart/Enviro 200 36024 36025 36026 36027; ADL E20D/Enviro 200MMC 37406 37407 37408 37409 37410 37411 37412 37413 37414 37415 37416 37417 37418 37419 37420 37421 37422 37423; Enviro 200MMC 10.8m 26041 26042 26043 26044 26045 26046 26047 26048 26049; ADL Enviro 300 27558 27559 27560 27561 27562; Optare Solo SL 47312; Reserve Fleet Trident 18118 Dart SLF 34417

Paintshop Float Dart SLF 34631 at Portsmouth. **Training Fleet** Winchester 20937 34632 52617, Portsmouth 22742.

Heritage Fleet Chichester 19913 19945, Portsmouth 32501. **Awaiting Disposal** Portsmouth 16934 22850 22851 22852 22855 22857 22858 22862. **Tree Lopper** Volvo Olympian 16527 Portsmouth.

New pink route branding for service 39 (Havant – Wecock Farm). Kevin Kitcher

36825 GX62 BBK 4/7/19; 36826 GX62 BBN 4/7/19; 36828 GX62 BCU 3/7/19; 36829 GX62 BDV 3/7/19; 36830 GX62 BDZ 4/7/19; 36831 GX62 BFK 2/7/19; 36832 GX62 BFV 3/7/19.

36831 was the first to receive new pink route branding for service 39 (Havant – Wecock Farm). Note that 36827 (GX62 BBU) did not receive the new branding by 21/7/19.

April 1987

Hampshire Bus has become the first local bus company in National Bus to be sold to an outside bidder.

The new owner of Hampshire Bus and its sister company, Pilgrim Coaches, is Skipburn, a specially-formed holding company.

Skipburn outbid several other parties, including a joint offer from the present management teams of Hampshire Bus and Pilgrim.

The major shareholder in Skipburn is a Canadian, Fraser McColl, who is president of Hyalog Oilfield Services in Edmonton, Atlanta. McColl has provided the backing for his nephew and niece, Brian Souter and Ann Gloag, to buy Hampshire and Pilgrim.

Souter and Gloag currently manage the Stagecoach intercity coach service and a number of local bus services in Perthshire and Glasgow.

Souter has been appointed the new chairman of Hampshire Bus with Gloag as company secretary.

The present managing director of Hampshire Bus, Dawson Williams, is to retain his post as a shareholder in Skipburn. He will be responsible for the day-to-day management of Hampshire Bus and Pilgrim Coaches from the Eastleigh head office.

The two companies currently operate a combined fleet of 243 buses, minibuses and coaches, and employ 620 staff at depots in Andover, Basingstoke, Eastleigh, Southampton and Winchester.

This sale brings to 30 the number of NBC subsidiaries which have been privatised.



Allocations.

47413 26/6/19 from Southampton to Hoeford, 1/7/19
Hoeford to Hilsea.

Portsmouth park & ride (PH0006159/379).

At its inception, Portsmouth park & ride was registered as a standard bus service with licence PH0006159/379. Subsequent investigation revealed that there are two types of park & ride service:

- A car is parked free of charge but each occupant of the car must pay to travel on the bus. Each passenger is paying a bus fare to the service must be registered.
- One person with a car must pay a fee to park the car and use the bus. Up to five other passengers in the car also pay a fee and have a right to travel on the bus. This does not constitute separate fares because each passenger is not paying a set fare so the service does not need to be registered.

Portsmouth park & ride falls into the latter category, with the car driver paying £4 with up to five car passengers paying £4 to travel on the bus. Consequently, licence PH0006159/379 was withdrawn with effect from Sunday 13/9/15 with First Hampshire & Dorset Limited continuing to operate the service. This service was designated PR1 on Monday 10/9/18.

New daily service PR2 was introduced on Monday 10/9/18:
PR2 (TIPNER – PORTSMOUTH)

Outward: TIPNER PARK & RIDE SITE – M275 – Rudmore Roundabout – Mile End Road – Church Street Roundabout – Commercial Road – Marketway – Unicorn Road – Edinburgh Road – Commercial Road [South] – Portsmouth [City Centre South] – Commercial Road [South] – Isambard Brunel Road – Winston Churchill Avenue – Lord Montgomery Way – Cambridge Road – PORTSMOUTH, UNIVERSITY OF PORTSMOUTH STUDENT CENTRE.

Return: PORTSMOUTH, UNIVERSITY OF PORTSMOUTH STUDENT CENTRE – Cambridge Road – St Michael's Road – King Richard I Road – Winston Churchill Avenue – Isambard Brunel Road – Commercial Road [South] – Portsmouth [City Centre South] – Commercial Road [South] – Unicorn Road – Marketway – Hope Street – Church Street Roundabout – Mile End Road – Rudmore Roundabout – M275 – TIPNER PARK & RIDE SITE.

Note: This service is operated for Portsmouth City Council. Note also the use of ampersand and lower case lettering in the service's name.

Days of Operation: All days. Operating Depot: Hoeford. Normal Vehicle Types: Alexander Dennis E40D and Volvo B7TL in special two-tone blue park & ride livery.

16 (PORTSMOUTH – EASTNEY) (PH0006159/409)

Southsea Esplanade was closed to eastbound traffic from Monday 11/2/19 to Friday 22/3/19 while Colas Limited modified the road layout. Bus services were affected as follows.

16 (PORTSMOUTH – EASTNEY) (PH0006159/409) Diverted from South Parade via St Helen's Parade and Eastern Parade to St George's Road. 16 (EASTNEY – PORTSMOUTH) Not affected.

CLOSED CONTRACT SERVICES.

U2 (MILTON – PORTSMOUTH) Both directions: Withdrawn on close of service on Wednesday 27/3/19.

QUEEN ALEXANDRA HOSPITAL STAFF PARK & RIDE.

Southwick Hill Road (from the entrance to the hospital to the roundabout at the top of Portsdown Hill) was closed to northbound traffic only between 0930 and 1530 from Monday 13/5/19 to Friday 7/6/19 (except weekends) for resurfacing. The Queen Alexandra Hospital Staff park & ride was affected as follows. Outward: Not affected. Return: Diverted from Nightingale Road via Southwick Hill Road, London Road, and Portsdown Hill Road to James Callaghan Drive.



HY09 AZB at Southampton Airport Parkway operating seasonal M1 to Marwell Zoo. © David Etheridge



Ex Wheelers YN53 EMK now with Southbourne Buses.



Portsmouth City Coaches K777 MJE. © Barry T.

The John Bulman Archive ~ Hants & Dorset



RAIL REPLACEMENT SERVICES - ANDOVER - 14th APRIL 2019 ~ DAVID LINDSELL

The following coaches and buses were noted on Sunday 14th April operation Rail replacement services between Andover and Basingstoke due to Engineering Works at Worting Junction near Basingstoke.

Amport and District 2015 WA15BWC Scania/Van Hool C53F; Amport and District 2917 WJ67MWN Van Hool/Van Hool C53F; Amport and District 2017 WJ67MWO Van Hool/Van Hool C53F; Amport and District 2016 WJ16KCK Van Hool/Van Hool C53F (Angela Coaches livery); Newbury and District 2016 656 YX65RWW Alexander Dennis Enviro 200 B39F; Beeline EXZ8223 (no other details found); D & P Coaches 2016 YP16OHT DAF Irizar/C53F; Mervyns Coaches 1999 A4XCL Volvo B10M/Plaxton C53F; Solent Coaches 2009 HD59FJZ MAN/Neoplan; Assisi Travel 2009 JL09RSL Volvo B8R/Plaxton Panthe; Stagecoach 2011 27775 PO61NTN Alexander Dennis Enviro 300/B41F.



Southampton Transport Anniversaries Weekend

Saturday 14th & Sunday 15th September 2019



A two day event to celebrate a number of key anniversaries relating to transport in Southampton

• Saturday 14th September - Southampton City Centre

To support the Heritage Open Days event, there will be free heritage bus services linking the City Centre (Castle Way) to SS *Shieldhall* and the Tram Workshop located in the Docks and to the Bitterne Local History Centre.

At 15:00hrs, a route re-creation will take place with the remaining *Guy Arab* buses.
(Tickets for this tour are free but limited, details available on our website)

• Sunday 15th September - Bursledon Brickworks Museum

Day two will be based at the Bursledon Brickworks Museum (SO31 7HB), where the museum will be open for free and all steamed up and working. The Café on site will be open for light refreshments.

Free heritage bus links will run to Bursledon Railway Station and Bursledon Windmill along with other locations. There will also be a selection of *Guy Arab* buses on display.

A souvenir programme, including timetables will be available for £5
(Pre-orders from mid-August)

For more information please visit our website: **WWW.SADTHT.CO.UK**