



Newsletter No. 250

August 2021



First day in service 24/7/21, Aldermaston Coach Lines YN55 NKZ operating the Southsea seafront service. © Matt Forbes.

250<sup>th</sup> Issue



## 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)

Welcome to the 250th edition of the SOC news sheet and the 'Local Operators' supplement.

It has taken quite some time to get here, but as Roger's history on page 3 shows, it has been an interesting journey. Compiling the supplement was a wonderful reminder of the sheer volume of operators that have inhabited our small geographical area in the lifetime of the SOC, and the impact they had on my adult life and, to some extent, my childhood. I couldn't help but feel a little wistful. I was fortunate to have an archive of photographs supplied by members over the years, but when it came to some of the more obscure operators, many of which I had forgotten, I am grateful to Roger Watts, Graham Starke and David Etheridge for coming to the rescue. Perhaps for the 300th edition we can have a members' challenge and expand the list to include all operators that existed in the SOC area.

### Club News

You will see from Roger's note below that we will have a physical meeting in September. This is in addition to the virtual meetings which will continue until the 2022 AGM, regardless of any other physical meetings.

Finally, I would like to thank all those members and guests who contribute towards the news sheet and virtual meetings - without you the SOC and I would be lost.

### SOC September 2021 Get Together

Hello everyone,

Meetings have been an ongoing worry for the committee for some time now, and as an experiment we have arranged an outdoor "Get together" in the garden (only) of Sue and the late Bob Gray on SUNDAY 5th September (not the Friday) with Sue's agreement. It is important to do what we can to keep our host, her property and our members safe so we would like to insist upon the following:-

1. The get together is TIME LIMITED on SUNDAY 5/9/21, 1400h to 1600h ONLY.

#### 2. Attendees must:

- |  |                               |                           |
|--|-------------------------------|---------------------------|
| 1. Be double-jabbed.                   | 2. Have no Covid-19 symptoms. | 3. Have a mask with them. |
| 4. Have some hand sanitiser with them. | 5. Sign an attendance sheet   |                           |

3. The event is OUTDOORS ONLY – NO ENTRY to the garage, shed or house (mask and sanitiser required if you need to use the toilet). We will try to have the garage doors open for you to view the buses from outside, but there is NO ENTRY to the garage. If it starts to rain we will have to close the get together early and return to our cars.

4. Some car parking will be available on the drive, but to reduce the number of cars please try to car share (with masks) if possible.

5. No refreshments will be provided. If required just bring your own can, bottle of water, thermos flask, sandwiches, etc.

6. Please try to bring a folding chair with you.

7. Book your place(s) in advance with me by post, phone or e-mail.

The "get together" will not be a meeting as usual, but will give us an opportunity to "get together" for a chat. Indoor meetings are still problematical, so our "virtuals" will continue until the new year, thanks to Barry Turberfield.

Roger Watts.

### OBITUARY

We are sad to report that Wally Corney's wife, Jean, has passed away. For many years she was supportive of Wally's membership of SOC, and long-standing members will remember that when we held meetings at their home, she would spend most of the evening keeping us well fed and watered. Our condolences go to Wally and their sons Brian and Ian. Her funeral was on Wednesday 30th June.

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

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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.

## LIST OF NEWSHEET EDITORS FROM EDITION 1 TO DATE ~ Roger Watts

There have been nine changes of editorship, including joint and transitional, since we started the newsheet in January 1978. That's when Chris Elkin suggested the idea, persuaded me that I wanted to do it, and arranged for production at Priory Coaches' office in Quay Lane, Gosport. The ten periods of office have been held by:-

1. Roger Watts (RJW) From issue 1 Jan/Feb 1978 to edition 18 Nov/Dec 1980
2. Paul Statham (RPS) From issue 19 Jan/Feb 1981 to edition 27 Nov/Dec 1982
3. Chris Elkin From issue 28 Jan/Feb 1983 to edition 29 Mar/Apr 1983
4. Roger Watts Extra issue X30 Nov 1983
5. Sean O'Grady From issue 31 Jan/Feb 1983 to edition 41 Dec 1985
6. Joint RJW/RPS From issue 42 Jan/Feb 1986 to edition 56 Nov/Dec 1988
7. Mal Saltmarsh From issue 57 Jan/Feb 1989 to edition 131 Nov/Dec 2001
8. Rodney Barnes From issue 132 Mar 2002 to edition 232 Aug/Sep 2018
9. Transitional "Barry Barnes" From issue 233 Oct/Nov '18 to edition 235 Feb/Mar '18
10. Barry Turberfield From issue 236 Apr/May 2019 to date.

From issue 42 we were supported by "sub-editors" as follows: J. Corbidge was to report on Southampton CT; R. Gray on Provincial; R. Smith on both CPPTD and Southdown (and later First), and Paul Statham would look after independent operators. Some of those members continued to help for over 30 years, and one other very long-standing contributor was Andy Warton with the Southdown (later Stagecoach) fleet allocations. From issue 57 Pat Jennings helped on the production side with word processing, with Keith Morton now helping production with printing. Members still contribute news items or articles to every issue - thank you very much all of you.



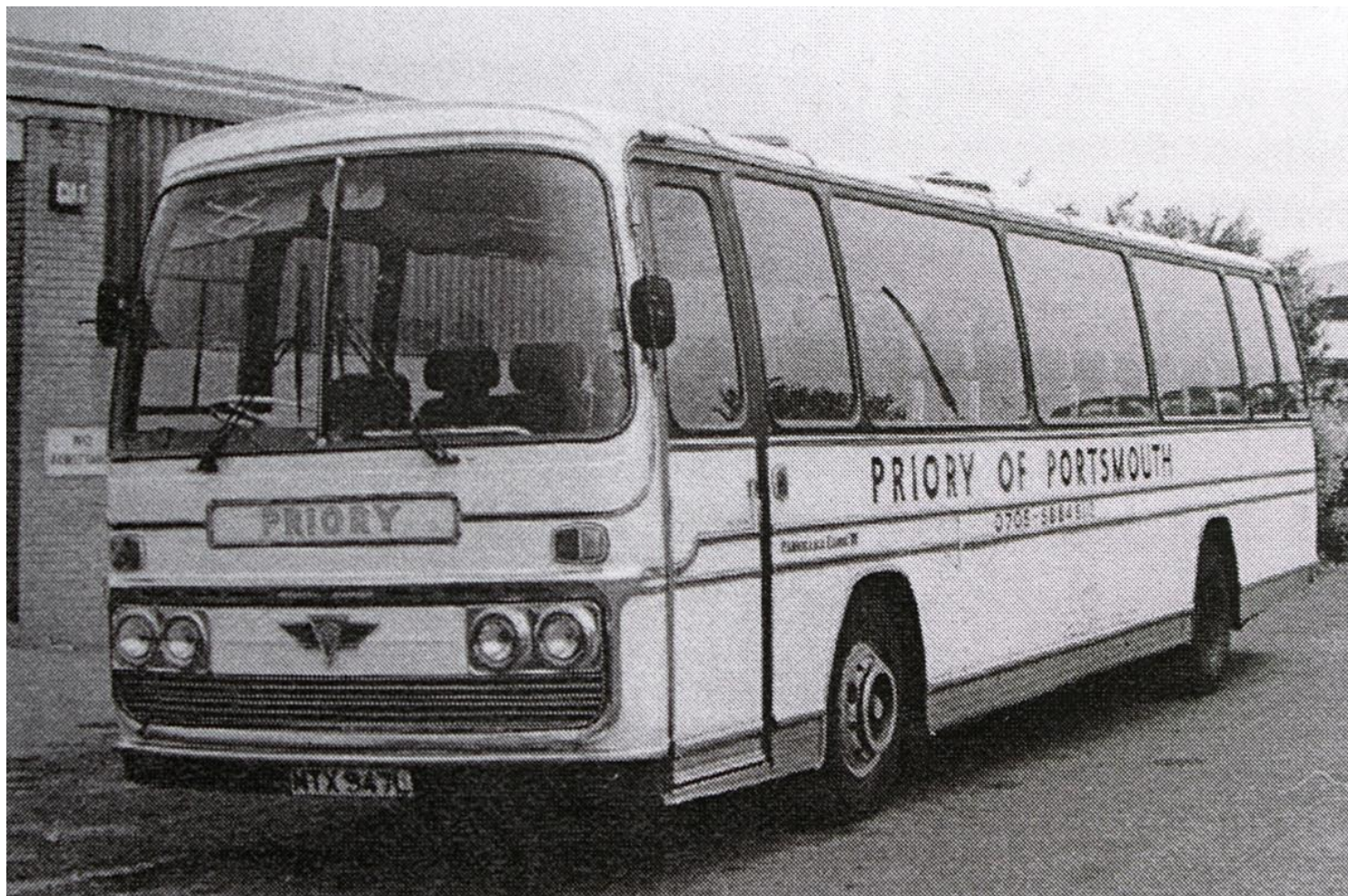
Above is a photograph of the first edition of each change of editorship listed above. It is easy to see the vast difference between my early attempts on the far left, and Barry's current production on the far right.

## SOC Postscripts to ns249 Roger Watts

### POSTSCRIPT 1

#### DRIVING THE DREAM NIGHTMARE

In n/s 249, I described a typical day driving a “dupe” on the National Express service 786 Bristol to Portsmouth service. One Saturday, toward the end of my season, I was allocated an all-white Plaxton Panorama Elite-bodied AEC Reliance which I hadn’t seen before. However, I was keen to try it because Fords and Bedfords had been Priory’s usual fare. The first “surprise” was that the steering was quite heavy, and the second was that it had the 6-speed, constant mesh gearbox, rather than the more usual 5-speed synchromesh unit. Not the end of the world (yet!). I had driven a Bedford OB and discovered the hard way that did not have a synchromesh gearbox, shared the driving of Provincial’s non-synchro. no.55 (EHO 228) to and from the Bristol rally, and back in the 70s, when Paul Statham and I had Arrow Line Coaches, we owned FWX 554C which had synchro only on 3rd and top gears. So, I had done it before, and, with the chance to get accustomed to the box driving empty from Gosport to Portsmouth, I could do it again.



This is the AEC I took to Bristol – but not all the way back. As I remember it, there was no fleetname on it when I broke down, I think that was added later. This photo is a copy of one in Chris Elkin’s book about Priory Coaches – I didn’t get one of it on that day!]

The journey to Bristol and back as far as Warminster was uneventful – if a little challenging – it followed much the same routine as described before. However, after Warminster the coach wouldn’t pull properly and I had to look for somewhere safe and practical to pull in with about 30 passengers on board. The decision was suddenly taken out of my hands, when the engine coughed its last, and I had to coast into a large gravel space on the left-hand side of the A36 – with no engine to turn the power-steering pump it was at this point that I discovered there had previously been power-steering on the coach! Coasting to a stop, I took stock of my situation and realised that I was in the car park of Hillside Café. Upon enquiring, I found that they had been about to close, but would stay open for my passengers to refresh themselves and allow me to use their phone to ring for help. I informed the passengers of this and they all decamped for tea and sandwiches, which pleased the Yellowway passengers especially (see last article). Thinking about timings, and bearing in mind that we had left Bristol late as usual, I realised that the following service 786 would get to me before any replacement coach from Gosport, and I decided I would try to flag it down and see if it could take my passengers onwards. In due course a white National Express appeared in the distance, I stood in the middle of the road and stopped it (phew!). I was surprised to find that the driver

was SOC friend, Barry Coom. Asking him to take my passengers, Barry politely explained that he couldn't help, because he wasn't the next 786 but on a private hire from Bournemouth! My next attempt at getting my passengers moved was unplanned but a little more successful. A Wilts & Dorset Leyland National on service X4 to Salisbury appeared, so, on the spur of the moment, I hailed that bus, explained that I was broken down on National Express work and asked if he could take my Salisburys. The driver agreed, and when I asked what we might do with the luggage, he simply said, "They can just bring it in with them." My final question related to payment, and I said, "I don't know what we're going to do about tickets," to which the driver replied, "Well, it's all the same bank, isn't it?" Taking that as a "yes" I put my Salisburys on, waved them goodbye, and, once again, waited for the next 786. Emboldened by my previous success, I eventually flagged down the right white National coach, explained my situation, and was able to get the last of my passengers on their way. They were all quite friendly by then, presumably replete with tea and sandwiches and appreciative of my efforts on their behalf. As they left, the last of my passengers waved goodbye and were apologizing for leaving me behind!

There was now only one thing left to do: wait in the broken down vehicle for my replacement coach. It wasn't long before a Duple Dominant-bodied Ford appeared, and with no passengers left, I drove it empty back to Gosport, leaving the fitters to tow the old AEC back.



There is a strange postscript to this narrative. By co-incidence, as I was writing it an e-mail arrived from my step-daughter saying, "Remember this?" Attached was a photo of Hillside Café they had passed on that day, returning from Frome in Somerset.

This is what Hillside Café looks like now. It is a lot smarter in appearance than it was then, but the roof-shaped name board in black and white looks familiar.

## POSTSCRIPT 2

To add a short note to Chris Drew's "Exmoor Book-ends" article in newsletter no.249. Some years ago, I was on holiday in Somerset, and visited Lynmouth. Towards the end of the day I ended up watching coaches leave the coach park to turn either left or right on to the A39. Those turning right had a short, fairly level drive to the start of the 1 in 4 gradient of Countisbury Hill described by Chris. One driver, in a petrol Bedford with a Duple Super Vega body, surprised me by starting in first gear (which was really a crawler) and remaining in it once out on the fairly level section. With the engine at maximum revs he held it until, out of my sight, but still within earshot, it reached the 1 in 4 incline, then the tone of the engine changed and he took the coach on up the hill with all the grace of Sir Edmund Hilary. At that moment I realised that he didn't use second gear (as usual) because he would have needed to change down into first on the 1 in 4, an exercise which might have involved a re-start, and one which he avoided. To add a final note, I once read that the manufacturers required that every Bedford must be able to surmount a 1 in 4 incline fully loaded. So, even with a mere 110bhp, the driver was on a winner!



I don't have the identification of the coach in question, but 675 OCV, which was new to Crimson Coaches of St.Ives and is now preserved in Norfolk, is the type of coach I saw leaving the coach park to head off up Countisbury Hill, as shown in Chris Drew's photo of TCZ 6124.

## "Buses & Model Railways Part 25" - Adrian Willats gathers more miniature PSVs in early 2020.

Usually when I compile these articles, I am aware that (with the usual bi-monthly newsletter frequency) they may not be seen by members for some time. However, at the time of beginning this 25th "episode", we have just reached the end of the first week of an initial three weeks "lockdown", as instructed by H.M. Government in reaction to the worldwide coronavirus problem. Depending on such extensions of that period as may take effect later, plus the increased frequency of newsletters to keep us all in touch, these images may reach your eyes a little sooner than usual!

It is of course incredibly sad to see the list of cancelled events across the whole transport hobby - plus of course many other interests and activities too. I hope that with everyone avoiding all but the most essential travel and following the official advice, we may be allowed the return of some semblance of normality in a few months time. Maybe some of the events we would have looked forward to nearer the end of 2020 will still have a chance!

This selection includes photographs taken by me at exhibitions at Alton (1st February), Milton Keynes (15th February), Romsey (8th March) and Basingstoke (14th March).



A Bedford OB with bright blue 'relief' contrasts with a rear view of a Leicester Corporation double decker on the layout "Leicester Belgrave Road" - in OO scale. The extensive layout control panel can be seen behind the bus!



Charles Holden-era London Transport architecture with up to date S stock and LT type bus. Next door (out of shot left) was a nicely miniaturised Tesco Express shop!





Left: OK - I know this is a tram, but the buses featured on layouts at Romsey I had seen before!

This will be the last part in this series for some time.  
"Normal service" will, it is hoped, *eventually* be resumed!



# Independence Day? Chris Drew



4th July 2021 was a minor independence day... it was good to be out and about.

It was advertised as a joint operating day with the Mid Hants Railway, also known as the 'Watercress Line' and the Friend's of King Alfred Buses. As published, there was to be a circular trip from Alresford via Bishops Sutton with a bus every half hour. In fact, there was a service every fifteen minutes operated by two buses, POU494 the lowbridge Leyland PD2 in full King Alfred colours and AEC Renown 596LCG which is now shown in NBC livery worn at a stage in its life when under Hants & Dorset ownership. It shows that, even if you not in agreement with the colours used, when pristine, it could look stunning.

The route used on the day was a there and back to Bishops Sutton using the B3047 and turning at the roundabout at the junction with the A31. This gave photographers a great deal of opportunity to catch the buses in different environments over what was quite a short distance.

The main feature of the route is the skew bridge that carries the Mid Hants line over the bus route. Buses have to take it at an angle as shown by the road markings. This caused some consternation with car drivers upon meeting a bus under the bridge because there are no signs warning of this possibility.

Similar days are set to happen a few more times this year with other buses from Medstead filling in.





## Hoeford in 1969 Terry Lawson & Keith Morton

A fuzzy 'Instamatic' photo taken by yours truly at Hoeford during the summer holiday in 1969. It shows Guy Arab no. 20 (KOR 462) fresh from repair after being attacked by a crane. Note the script-style fleetname above the destination blind ! Then Guy Arab no. 70 (SCG 622) fresh from repaint into revised livery. The last bus to receive the script-style fleetnames on its sides. Then we can see the new BMC JU pick-up, SOR 192G delivered at the end of June, and finally one of the ex: Red & White BBW-bodied Arabs, no 77 (EWO 467) from memory.



*Posted on Facebook by Terry Lawson on 11<sup>th</sup> May 2021.*

*Bob Gray had a copy of the film showing the crane hitting N<sup>o</sup>20 as it emerged from the Fareham Arch when travelling in a westerly direction.*

Terry Lawson owns the last Bristol RE that Provincial operated – ECG 112K.

Streetlite 47425 entered service from Hoeford on Monday 05 July, following a quick trip through the paintshop to remove all traces of Southampton red livery. However, the paintshop forgot to attach the lower pink stripe, and as a result, the vehicle looks surprisingly different. © Matt Forbes.



## A list of coaches I wish I had driven and some that I have driven in the past. Phil Savin.

This is the contribution from Phil that was inadvertently missed from the June virtual meeting.

### Best coach pre 1970.

It has to be Leyland Leopard/ Plaxton, main stay of National Bus and independent coach operators in 1970-80s.



Southdown 1199, had passed to Hants & Dorset still working hard at Winchester Coach Station 1977.



Southdown 1230, on weekend layover at Swansea depot the day before I had work service to Minehead on National Express, 1977.

### Best coach post 1970 to date.

It must be Leyland Leopard /Plaxton or Duple again the work horse of 1970s as seen on any motorway.



Southdown 1822, I had this from Portslade works to Eastbourne and then took 1225 back to Portsmouth.



OBT 694M, I worked for Connor Graham, Easington, Hull. My coach had 'grant' style body for use on bus services.



East Yorkshire Leopard on the hard shoulder M62 Goole, it was the first week in service and was overheating. When in Hull at weekend I would go out with the breakdown crew if they let me drive the breakdown bus, a Titan PD2, no now H&S in those days.



BH&D 356 at Brighton on service from London.

**Class 3, best coach with less 33 seats any era.**

Bedford OB duple in most fleets anywhere in the UK.



Bedford of Royal Blue that spent many years taking people around West Country and doing good service.

**Class 4, best double deck coach.**

Setra DT228 anybody who has driven one these will tell you, for long distanced driving they are number one, as I can testify myself.



Ex Ebdons now in Red Ensign livery own by the Blairs at Eastleigh.

**Class 5, Favourite livery of all time.**

East Yorkshire Motor Service blue and cream brightens up the scene in Easy Yorkshire.



On the way to a rally in Barnsley.



The livery on a new bus looked OK to me.

**Class 6, best of the best.**

Leyland Tiger TS7/Harrington coach of Southdown 1930s.



This coach with its luxury inside and power with a petrol engine must have turn heads in 1930s and the driver thought he was driving F1 racing car on A3 to London.

I took this picture at Taunton when I went down to Devon bring it back for Phil Blair. It was a very good drive , it eventually went to Ensign Bus who spent a lot money on the body work.

# OPERATOR NEWS

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



## Aldermaston Coach Lines

PH2015826/1 Southern Coach Lines Ltd.

From: Clarence Pier, Stand A, Southsea, to Hemderson Road, Ferry Road Bus Stop, Southsea, via Clarence Esplanade, South Parade Pier, Eastney Esplanade. No. 26.

Service type: Normal Stopping. Effective date: 24 July 2021

End date: 05 September 2021. Hourly daily from 24/7/21 to 5/9/21.

<https://aldermastoncoachlines.co.uk/open-top-26/>

Vehicles being used in Southsea: SN03 DZW, Transbus Trident originally H45/20D, new to London United as TA320. YN55 NKZ, Scania N94UD/East Lancs H45/27D, new to London United as SLE 52, acquired Bath Bus Co.



SN03 DZW © Southern Coach Lines

## Bluestar

The company demonstrated LF69 UXJ a BYD ADL Enviro400EV battery-electric double-decker bus to representatives of Hampshire County Council (HCC) in Winchester. It later saw service in Eastleigh.



© Robert Winkworth

## Buddens

Paul Statham has commented on the fleet list that appears on the SOC website.

**CAA 763V**, Volvo B58/Duple C44F. was new to Len Wright, legal address at that time Woodfalls. It later passed to Berryhurst. London then to Buddens in ?? (will check this later). Sold to Hayward, Horndean and written off after accident in ??.

**A3 ALP** was a Neoplan acquire from Beavis, Bussage. More details later.

Line 3. DEA 220 should be **OEA 220** and was Bedford SBG/Burlingham C41F, new to Hill, West Bromwich.

**HHO 324**, Bedford OB/Duple was new to Grace, Alresford.

**JEL 437**, Bedford OB/Duple was new to Excelsior.

**JTT 964**, Bedford OB/Duple C29F was new to Townsend, Torquay.

**902/3 JHO**, Bedford VAS/Duple, ex Coliseum. My records show 902 + 903, did they have both?

**MAA 259F**, Bedford VAS/Duple. was Ex Hursley MS, -/71, extant 4/79

Page 2; Line 6 should read: **OOT 267M**, Bedford YRT/Duple. /74. to Malta by 1/85

**FHO 233S** was licenced to Wright, Woodfalls. My records do not show it as ever being a Buddens vehicle.

**F101 CWG** was C53F; **F308 URU** was C49Ft from new; **F309 URU** sold to Elgar, Inkpen -/91; **F308/9 URU** operated in Global livery

NOTE; Lew Wright was originally helped to set-up by Buddens and for some time Woodfalls was the legal address. The first vehicles used by Len were actually Buddens but Len Wright names and livery soon appeared.

## First Hampshire

Thursday 24<sup>th</sup> June. 'Eclipse' 67175 showed up in Portsmouth on route learning duties on the 1/3 circuit.

There are strong rumours that the last of the Scania CN94UBs at Hoeford are due to be replaced with further Streetlites (ex-Southampton, via Weymouth – 47412, 421-5 have been mentioned). *Matt Forbes*

22/7/21, bus services that use the bus station in Fareham were unable to do so due to a police cordon around Poundland.

## Locketts

PH0005948/Operating between Portsmouth Hard and Fareham Park & Gopark and Whiteley Business Park given service number Whiteley Connect effective from 30 June 2021.

Buses reports Volvo B9R/Caetano Levante FN62 CWD, CZP and BF63 ZTC/D are now with Cymru Coaches.

## Mayflower Buses

David Etheridge took these two photographs at the Hampshire Bowl. Does anybody have more information on this operator? Vehicle registrations S29 MBC & S29 MBC.



## National Express

National Express service 161 was introduced on Friday 18th June, running southbound from Birmingham Digbeth (via Oxford and Southampton) to Southsea in the morning and returning north at 14:45. The service was operated by Travelstar European (Walsall) using series 2 Levantes with Scania running gear. However, the service appears to have run for the last time on Sunday 4th July, presumably due to lack of custom. *Matt Forbes.*

## Portsmouth

The Park & Ride PR3 service operates between Saturday 24 July and Saturday 4 September and provides an inexpensive and convenient way to reach visitor attractions such as Charles Dickens Birthplace Museum, Clarence Pier, Southsea beach, The D-Day Story and historical Old Portsmouth.

## Portsmouth City Coaches

News and photograph supplied by MD Mike Elkin.  
Sold vehicles: K777 MJE (reverted to YJ03 PSY), N777 SSE (reverted to YJ11 AMX), 777 MJE (reverted to WA62 BBF).  
New fleet additions:  
YJ16 LND/E/F, Scania K360 Irizar i6, all ex Solus, Tamworth. LNE & F are currently back at the Irizar factory being converted to PSVAR specification, LND will go in September for the same treatment.  
Also CN06 GDO Scania CN94UA6 ex Cardiff Bus 603, this will join the special events fleet.



## Southampton City Council

The authority is planning to scrap Sunday parking charges until the end of this year, and evening parking charges until June 2023.

A total of £150,000 is set to be spent on a mass transit feasibility study, while almost £6.5m is expected to be invested in creating 1,170 parking spaces, mainly in council estates. *Joined-up thinking? –ed*

A controversial bus and cycle lane which cost £83,000 of public money is set to be removed. The bus and cycle lane on the A3024 Bitterne Road West was removed on May 31. From August 1 parking charges will be scrapped in all city centre on-street pay and display bays between 6pm and 8pm. Civic chiefs have also backed plans for free parking in all council off-street car parks on Sundays between midday and 6pm until January 2, 2022. Bluestar and First Southampton have also confirmed that they will be offering £1 fares per single journey on all city centre routes after 6pm Monday to Sunday until September 5.

## Stagecoach South

Chichester have repainted 10001 (GX12 DXM) into 'long distance' yellow.



*Information and photograph Matt Forbes.*

Route 25 now extended to Clarence pier now with extra evening trips till end of September. *Shaun Daniels*

## Victorious Festival

27/28/29 August. Xelabus will be operating a 15 minute bus service X27 between The Hard Interchange (Stand N) and Clarence Pier connecting with most buses from across the city and rail services from Southampton, Chichester and London directions. Buses start at 0930 Friday, Saturday and Sunday. Last buses back to The Hard will be at 2330. Its only £2.50 Return

## Winchester

Civic chiefs have agreed to help pay for the city's night buses for another year. The town forum agreed to pay around £8,000 to subsidise Stagecoach services into the evening. 2020 saw a big drop in usage of the buses because of the lockdown, with passenger numbers falling by 80-90 per cent. The £8,000 a year subsidy for three nights is seen as "incredible value" because it not only enabled the night

buses to run but also persuaded Stagecoach to run services in the early evening in the gap until the night service started. Coach movements through Winchester city centre could be reduced and additional parking spaces provided under new council plans.

Winchester City Council is currently consulting on plans to provide more coach spaces at South Winchester Park and Ride.

The proposal would see coaches use The Broadway as a drop off and then head to the park and ride via the motorway, instead of travelling to the existing coach park at Worthy Lane. In total 12 coach spaces would be provided.

The works have been earmarked for a number of years as part of a £2.4 million scheme to improve car parks across the district.

## Xelabus

Second-hand arrivals:

401 **SN06 BRV** AD Dart SLF B29F ex Coakley Bus, Motherwell

402 **GX54 DVY** Dennis Dart SLF Ar B38F ex Stagecoach (South).

521 **PA06 AAU** (HMN 249J) AD Trident/ East Lancs Myllennium Lolyne ex IOM acquired from Tyrers.

522 **PA06 AAV**, Dennis Trident / East Lancashire Myllennium Lolyne, Ex Bus Vannin as 23 (HMN 248J), acquired from Tyrers.

523 **PA06 AHL** (HMN 246J) AD Trident/ East Lancs Myllennium Lolyne ex IOM acquired from Tyrers.

524 **PA06 AHO** (HMN 247J) AD Trident/ East Lancs Myllennium Lolyne ex IOM acquired from Tyrers.

525 **T3 WSX** New to London United as TA279 LG02FDV. Ex Flights Hallmark. Patchway. Acquired Rotala Preston Bus.

526 **K3 WSX** (LG02FDO) Dennis Trident/Alexande H43/20D ex London United.

527 **R3 WSX**, Dennis Trident/Alexander, Ex Flights Hallmark, Wessex Connect, Patchway. New to London United as TA276 LG02FDO. Acquired Rotala Preston Bus.

528 **KU02 YBM** Dennis Trident/ Alexander H43/20D ex Connex, acquired Rotala Preston Bus.

529 **X388 NNO** Dennis Trident/Alexander H45/24D ex Selkent, acquired Rotala Preston Bus.

Buses reports Volvo B7TL/Wright LX53 AZU is now with Harpur, Derby.

Sold: The last batch of Lothian Volvo's 560 to 565 are being sold. 564 has gone to 4 Ways Coaches, 62 has gone to Weardale Motor service. 560 561 565 are off the road.

Thursday 1<sup>st</sup> July, 542 newly repaint and retrimmed was destroyed by fire from a broken fuel pipe.



© Hampshire Live

Some of the new arrivals in Hants & Dorset Trim and T3 WSX fresh out the paint shop.



SN06 BRV MPD Dart B29F, ex Crawley Luxury. New to Coakley Bus, Motherwell.



Two Transits for work next school year. Some double-deckers now carry 'T' adverts.

Above all news and photographs © Phil Savin

From Robert Winkworth



K3 WSX



T3 WSX



Above: GX54 DVY

Below: KU02 YBM



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

Registering Bus services. The Traffic Commissioners issued new guidance on 12th July.

The current Covid-19 special measures will remain in place until 31st December 2021 with registrations for new services, cancellations and permanent route or timetable changes requiring seven days' notice to the Local Authorities followed by 28 days' notice to the Traffic Commissioners (35 days), short notice emergency temporary Covid-19 changes can be made at three working days' notice concurrent to the LA's and TC's but require explicit Local Authority approval.

From 1st January 2022 all temporary changed services are required to revert to the registered timetable and/or route and the normal notice period for service changes will be reimposed with 28 days LA notification followed by 42 days TC's notification (70 days).

Bus Usage. By the second full week of July the official Government transport use data compared with usage before the Covid-19 outbreak showed bus use outside London having recovered to around 60% and in London around 65%, whereas the Tube was only operating at around 42% and National Rail had recovered to around 50%. Cycling appears to have settled back to around the level before the

pandemic but fluctuates widely for comparable dates, probably depending on weather conditions on the day but there appears to be reasonable growth in weekend cycling. Overall traffic levels are running at around 96% Mon to Fri with cars at 93% and both vans and HGV's at 106%. At weekends, Saturday traffic levels are at around 105% and Sunday 110% with car traffic slightly above the level before Covid-19 but vans and HGVs over 20% up on pre pandemic levels.

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 31st May and 25th July.

### First Bus Portsmouth / Fareham.

1 Southsea – The Hard: 04/7 no change in frequency but running time increased for reliability.

2 The Hard – Paulsgrove: 13/6 = Mon to Fri frequency reduced from 10min to 12min.

3 Fareham – Portsmouth: 04/7 no change in frequency but running time increased for reliability.

X4 Portsmouth – Southampton: 20/6 one additional capacity school journey withdrawn.

X5 Gosport – Southampton: 20/6 four additional capacity school journeys withdrawn.

7 Portsmouth – Wecock Farm: 13/6 Mon to Sat frequency reduced from 15min to 20min and service start one hour later Sat & Sun.

9, 9A Fareham – Gosport: 20/6 two additional capacity school journeys withdrawn. 4/7 Mon to Fri frequency reduced from 20min to 25min and Sat from 20min to 30min.

11 Fareham – Alverstoke: 21/6 rerouted to serve Palmyra Road area of Elson as replacement for withdrawn service 10.

18 Paulsgrove – Southsea: 13/6 service start one hour later on Sat & Sun.

25 The Hard – Hayling Ferry: 20/6 route revised to additionally serve Clarence Pier with service end three hours later Mon to Sun.

E1, E2 Fareham – Gosport: 4/7 off peak Mon to Fri and Sat frequency reduced from every 8min to every 10min. 25/7 Mon to Fri off peak frequency increased from 10min to 8min.

PR1 Tipner P&R – The Hard: 20/6 service restarted at 15min frequency Mon to Sun.

PR3 Tipner P&R – D Day Story: 24/7 new service operating Mon to Sun at 30min frequency until 4th September 2021.

SD4, SD5, SD7 South Downs College Services: 20/6 reverted to normal open services from closed school/college services.

### First Bus Southampton.

2 Southampton – Millbrook: 06/06 Mon to Fri frequency reduced to 10min (remains 8min in peaks), Sun service start one hour earlier.

### **Go South Coast Bluestar.**

6 Southampton – Lymington: 28/6 School days one am and one pm journey extended to Priestlands School Lymington.

### **Go South Coast Unilink.**

U1 NOC – Southampton Airport: 13/6 to university vacation timetable Mon to Fri reduced to every 10 min.

U2 Mayflower Halls – Bencroft: 13/6 to university vacation timetable with reduced service and spread Mon to Sun.

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

No changes to Hampshire services.

### **Go South Coast morebus.**

No changes to Hampshire services.

### **National Express.**

030 Fareham – Victoria: 21/6 four or six journeys each way.

032 Southampton – Victoria: 21/6 five or six journeys each way.

033 Bournemouth – Salisbury – Victoria: 21/6 reinstated with two journeys each way.

035 Poole – Victoria: 21/6 = between five and ten journeys each way with one extended to Weymouth.

103 Poole – Salisbury – Birmingham: 21/6 new service with one journey each way.

160 Poole – Birmingham: 21/6 new service with one journey each way.

161 Southsea – Birmingham: 21/6 new service with one journey each way.

190 Portsmouth – Plymouth: 21/6 new service with one journey each way.

203 Portsmouth – Heathrow: 21/6 service reinstated with four journeys each way.

204 Poole – Heathrow: 20/6 service ended – last day of operation.

205 Poole – Heathrow: 21/6 service reinstated with four journeys each way.

From Tuesday 20th July the stop in Winchester on all services was suspended due to Health and Safety issues with the larger coaches now being used having turning problems in The Broadway and no suitable replacement stopping point being available.

### **Southern Coach Lines (Aldermaston Coaches).**

26 Clarence Pier to Eastney = 24/7 new hourly open top service to operate until 5<sup>th</sup> September.

### **Stagecoach Havant & Chichester.**

21 Havant – The Hard: 25/7 reverted to pre Covid-19 frequency with Mon to Sat frequency Portsmouth to Anchorage Park increased from every 15min to every 10min

also journeys starting or finishing at Rectory Avenue extended to Forty Acres.

23 Leigh Park – Southsea: 25/7 journeys starting or finishing at Rectory Avenue extended to Forty Acres.

39 Havant – Wecock Farm: 25/7 Mon to Sat frequency increased from 20min to 15min and service end 45min later.

### **Stagecoach Winchester.**

1 Stanmore – Winnall: 06/06 late buses Fri & Sat evenings reinstated.

3 Winchester – Harestock: 06/06 late buses Thu, Fri & Sat reinstated.

5 Winchester – Badger Farm: 06/06 late buses Thu, Fri & Sat reinstated.

64 Winchester – Alton: 06/06 late buses Fri & Sat reinstated.

66 Winchester – Romsey: 06/06 late buses Fri & Sat reinstated.

69 Winchester – Fareham: 06/06 late buses Fri & Sat reinstated.

Spring Winchester – Springvale: 06/06 late buses Fri & Sat reinstated.

Winchester Park and Ride: 27/06 Mon to Fri four later journeys between Rail Station and South P&R.

### **Xelabus.**

No changes.



Picture taken Tue 20/7/2021 at Eastleigh 262 ready for its trip to Durham. © Phil Savin



Wheeler's SL17 WTL, MAN/Mobi. Operating Sparsholt College contract.

© Barry T

## Picture Round Up



Dauids Coach of the season - photographed in Southampton on 1st July.

KX64 AAU of Real Coach Hire of Codford St Peter, Warminster, Wiltshire. Coach was new to Greenwich Council Passenger Services. © David Etheridge



Stagecoach 19097. © Shaun Daniels



Portsmouth City Coaches, M800 ELK. Scania N94UD/East Lancs H51/39G. New to Nottingham. © Barry T.



Lucketts Group, Solent Coaches YT09 FLZ, Scania K340EB4/Lahden C55Ft. Leaving Winchester heading for the M3. © Barry T.



GOU732 in Madeira Drive, Brighton on the HCVC London to Brighton rally on the 3 May 1970. This preserved coach is ex Altonian of Alton and is a 1949 Tilling Stevens KELA7 with a Scottish Aviation C33F body. ©David Lindsell



Andover 2nd January 2021. 47925 (YJ14BVT) a 2014 Optare Solo SR B28F. David Lindsell



Rail replacement at Wightlink Lymington 2200hrs 25/7/2021 © Phil Savin

