



Newsletter No. 256

August 2022



First Solent

63408 - SV22 UZK, Wrightbus Streetlite Max (B41F) in Walpole Road, Gosport, 30 May 2022.

© Matt Forbes

King Alfred club night out.

Harrington have always produced good lines and the Crusader doesn't let the side down.

© Chris Drew



Editorial & Club News

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

How much would you pay for buses in Britain? According to the government, if you're a passenger in England the answer is £2. From October, it is proposed the maximum fare in England will be £2, but if, like me, you hold a concessionary pass, that's expensive, although it does give the opportunity for an early start. According to a recent article in the Sunday Times, "less than half the population take the bus less than once a year": think about it, less than once is never! The month of October may not be the best time to initiate such a scheme with the start of adverse weather, bus windows steaming up, noisy fans etc but the great incentive to reluctant bus travellers may be the high fuel prices and ever-increasing car parking charges. No doubt there will be quibbles about the bureaucracy involved in reimbursement and even a little fiddling, £2 on the ticket machine for a £5 fare, £3 profit, quids in - that aside, I hope the industry makes the most of the opportunity.

However, if you are a major international corporate finance institution there appears to be a lot of £2s to be made from British bus companies if the spate of takeover bids is anything to go by. First, Stagecoach and Go Ahead are all in play, all with offers from these asset strippers, sorry, investment companies. Stagecoach looks a done deal, First has rejected the current offer, whilst Go Ahead has two offers pending and seems keen to accept regardless of value to shareholders. Analysts believe the current offer for Go Ahead, around £690m, is £200m below the total value of the company assets of around £900m. Why the desperation to sell? Here we have modern day Brian Souters lining up to get their hands on cheap assets, make a quick return by selling and leasing back depots, put all vehicles on leases and load the companies with unsustainable levels of debt. Then it's a quick escape to a sunny tax haven and feet up on the beach whilst local councils are left to pick up the pieces from an ever-increasing demand for subsidies to maintain adequate service levels.

£2 and a life on the beach appears to be the value First Bus places upon its local management if recent restructuring proposals go ahead. Locally, it looks as if Hampshire will be merged with First Kernow. As Roger French, in his excellent blog, points out, "Penzance through to Slough is a mere 285 miles" - the manager will need one hell of a fast bike to get around. But seriously, I can understand the need for a corporate structure, but this isn't a retail business where the customer expects every shop on every high-street to be the same. Mrs Wurzel in Wadebridge wanting to get to the market has an entirely different need from Mr Singh from Slough needing to report for duty by 4am at Heathrow. Local knowledge is vital. Cornwall with single track lanes and tractors needs a hands-on approach not a computer modelling programmer sitting in an office hundreds of miles away. Let's not forget that knowledge of the bus industry is also important: what value does a graduate trainee with a generic business degree and a copy of the corporate handbook have if they lack local knowledge.

All of these upheavals could be a blessing in disguise for a budding PCV entrepreneur, the British bus industry is the greatest in the world, we have survived large industrial groups, nationalisation, privatisation, major groups, political shenanigans. Anybody fancy making a few £2s?

What makes the SOC the club it is today? I think the answer is friendship, exchange of knowledge and the chance for a good natter. The reason I came to be thinking about it is the recent conversations I have been lucky enough to have fellow members. The recent evening trip around Portsmouth afforded Roy Jetten and myself time to reminisce on our formative years in the area of Portsmouth we were travelling through and buses/trolleybuses we so fondly remembered. Whilst the bus was stationery in Southsea, the chairman took time out for a few (quite a few) words. On the return trip, it was a chance to catch up with Graham Starke and talk all things fleet list and Southampton.

On the following Sunday it was a chance for a natter with Chris Drew over a cup of coffee whilst sitting enjoying the sunny weather in the garden. It is always fascinating how wide-ranging conversations can become, from chasing preserved vehicles around the country to how different the Berlin Wall is today compared to the 1970's.

What these recent events demonstrated for me was the ethos of the SOC, friendly, informative, sociable, tolerant. Fifty-three years and counting, we must be doing something right.

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

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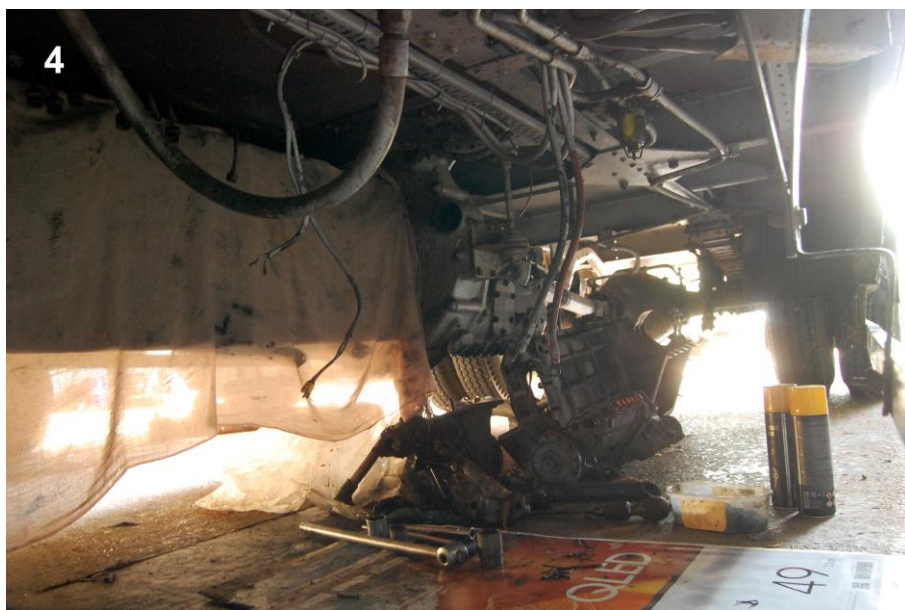
Club News

Pleased to see the King, Winchester 10-06-2022. Chris Drew

While it's fun to roam the countryside on preserved buses at rallies and running days etc. it's worthwhile remembering the blood, sweat and financial problems that have to be overcome by others so that we can do so. That's why I find meeting up with our friends at FoKAB to look around their world very enlightening. To see what's changed, be it good or even, not so good shows you the sometimes-frantic paddling behind the scenes so that, on the day, you can glide along on your swan.

We all, (not as many as sometimes,) met at the usual car park to be greeted with the sight of 326CAA, the Harrington Crusader bodied Bedford SB3 piloted by James 'W'. We were spirited away on a quick tour to the Percy Hobbs roundabout then off to Clilcomb. We were greeted by James 'F' who had just come off a duty with Stagecoach but was pleased to show us around and tell us what was happening. The big jobs were the Olympic which had had its engine removed to find out the cause of its constant overheating. On the up side, the seats looked wonderful. The look-a-like all Leyland PD2 is at a point where a paint job and some new (pre loved) wheels would see it run under its own power. Something I'd not seen outside a book was the gov'nor's son's AMC Rambler 770 car DOR9C which would be a satisfying but very expensive project for somebody as it seems it's only the rust that's holding it together. After a coffee, we were offered a ride in the Dennis which somehow always rounds off the evening, even if it does tend to leave one with a 'numb bum.' All that was left after that was a trip in the Bedford back to the car park and then home.

As usual, many thanks go to all at FoKAB for giving their time and passing on their knowledge.



3 Right: New floor and seat covers in side but.....

4 Above: Something is missing underneath. I thought it was quiet!

6 Left: Ramblin days are done.

2022/23 Diary

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

MONDAY 8th AUGUST We are invited to the Southampton & District Transport Heritage Trust barbecue, 1830h at Bursledon Brickworks.

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.



Club News cont.....

From David Etheridge

Around ten of us met up at St Catherines Park and Ride at 19.00 and were conveyed to the King Alfred workshops at Chilcomb on 326 CAA the Harrington bodied 1961 Bedford SB3 with James Woodcock at the Wheel. At Chilcomb we were met by James Freeman, Chairman of the Friends of King Alfred who entertained us and showed us around the IOM PD2 which is being restored to represent a similar King Alfred vehicle with completion hoped for by the end of 2022. Pete Staples was in attendance and had put on a display of ticket machines for us. We were then taken on a tour to Winchester Broadway on OU 9286 the 1931 Dennis 30cwt with a Short body. On return we were supplied with tea and cake before returning to St Catherines P&R on 326 CAA.

A grand evening out, many thanks to James and Friends of King Alfred Buses.



On Friday 3rd June 2022, Jubilee weekend, we held a virtual meeting with the title 'Throughout the Reign'. Five members delivered a varied set of contributions from an individual operator to vehicles representing the decades and a selection of royal celebration liveried vehicles. With a total running time of forty minutes this represented a massive undertaking from Chris Drew, David Etheridge, Graham Starke, Roger Watts and Adrian Willats. My thanks to them all, Barry T. Adrian continues the theme with the following article:

"More on the Queen's Platinum Jubilee"

I would like to share three of my own images which add to points raised by my fellow contributors to the June "virtual" meeting. Graham Starke's excellent selection of the vehicles of Princess Coaches prompted me to remember taking a digital one recently – which turned out to be seven years ago! Also, Roger's image of Portsmouth 287 in its D-Day Museum overall advert livery reminded me that I had taken slides of the then new museum on 17th June 1984, before enjoying that year's Southsea Spectacular!

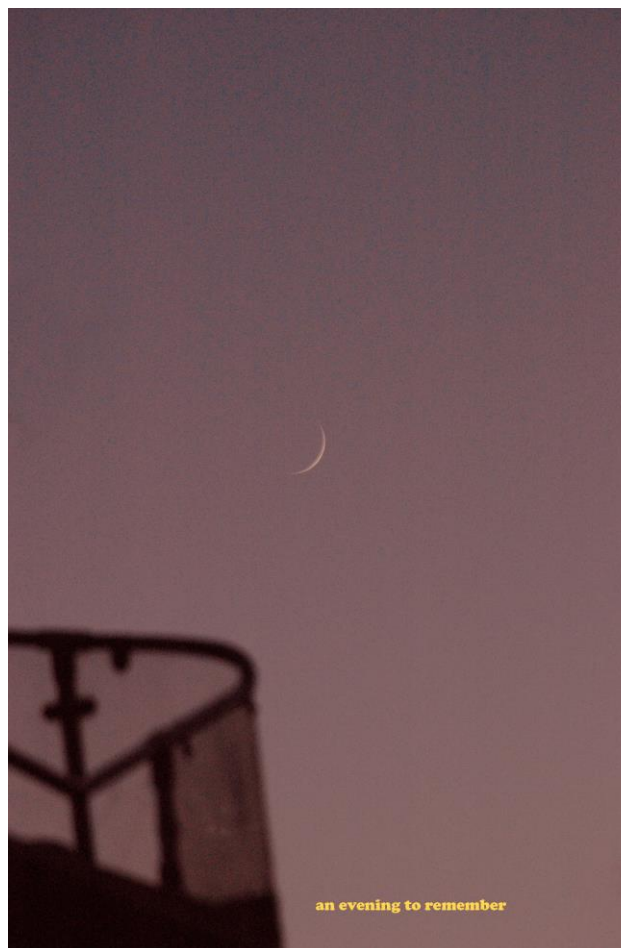
Graham showed the Leopard coach originally registered YWW 359S but photographed wearing the plate 406 AOT. By 11th June 2015, when I sampled the short-lived variant of the Park & Ride service that served Southsea, that identity was on the coach that I photographed in the parking area behind the museum. I have also scanned my two slides showing the commemoration of the museum's opening by HM the Queen Mother and the flags outside the entrance.



Club News cont.....

For the July meeting fifteen intrepid travellers gathered at Portchester Community Centre for a night out aboard former King Alfred open topper HOR 590E. Driven by SOC Secretary and FoKAB member James Woodcock, we headed for Southsea via Copnor and Milton, a chance to wave a greeting to Rodney Barnes residing in his bus viewing plot just inside the gate at Milton Cemetery, before travelling the length of Clarence Esplanade to Clarence Pier. Twenty minutes for chips and a chat before retracing our journey to Hilsea for a brief stop. Through Cosham and up London Road for a rather chilly ride along Portsdown Hill, collecting a long tailback behind us, before descending back towards Portchester.

James did a wonderful job of the driving, ably assisted by fellow FoKAB members Richard and Mike. It was an evening that makes the SOC what it is, a chance to meet like-minded people, make friends and enjoy a good natter. *Barry T.*



Chris Drew

Club News cont.....

The recent update to the Osgood's fleet list on the SOC website raised an issue from Norman Gregory a visitor to the website. I have recently come across this web site which is of great interest. *'You have images of RLJ875 which was new to Hampshire Motorways of Lymington not Excelsior and HLJ900. I lived near Lymington and in the 1960's travelled to school on a Hampshire Motorways coach so hence my interest'.*

Graham Starke very kindly replied to Graham. *'Now, are you sitting comfortably. The Maitland family started a branch of the business at Lymington in 1955, using the name Hampshire Motorways after they purchased the local company called Skylark. (Source Country Bus web site). Up to 8 coaches were allocated to Lymington at its peak. In 1955 Excelsior received RLJ 855, RLJ 565 and RLJ 875. According to BLOTW the first two were registered as Excelsior, Bournemouth and RLJ 875 as Maitland, Lymington so I assume it must have been the first new coach to carry Hampshire Motorways branding and therefore Mr. Gregory is correct and I welcome his comments and corrections as local knowledge is always the best. In my defence and for the convenience of my records I lumped them all together under the Excelsior banner (as the business used Excelsior, Maitland, AC Bournemouth and a place in Belgium to register its many vehicles over the years.)*

HLJ 900 is recorded as Excelsior, Bournemouth as it predates the setting up of Hampshire Motorways'.

Norman Gregory replied: *'The origins of Hampshire Motorways is I'm afraid not correct as detailed by Graham. In June 1954 Vernon Maitland purchased from the executors Victory Tours of Fordingbride comprising two coaches a 1938 Leyland LZ2 With a Burlingham B34F body and MRU844 a Bedford SB with a Plaxton C37F body the Leyland was immediately sold.*

Hampshire Motorways name was now used and operated from Park Road in Fordingbridge.

Moving on to the Lymington operation, Graham is correct that a company called Skylark ran in the Lymington area but Vernon Maitland purchased the successor to Skylark called Solent Coaches in 1955. Skylark Motor Services (Lymington) Ltd was a stand-alone off shot of the Wiltshire Skylark Motor Services company. It was formed from the take-over of Brown Bus Services who ran a Lymington to Milford on Sea bus route and coach tour etc

in early 1950. After only a year Skylark sold the Lymington operation to Mel Moody a Skylark director who renamed the company Solent Coaches. Four years later in 1955 Vernon Maitland proprietor of Hampshire Motorways purchased the

company. This information is taken part from a publication ALL ABOARD THE SKYLARK by Roger Grimley published 02/2012.

The Solent Coaches is not the same company that ran from New Milton and later Ringwood before selling out to Luckett of Fareham, now part of National Express.

The only other issue I have is in other researcher I have found in 09/1951 Excelsior transferred or sold to Hampshire Motorways JLJ826 a Commer with a 33 seat Plaxton body and from Skylark KLG 49 a Bedford OB Duple C29F both lasting to 10/1957. If this so then Hampshire Motorways may have traded from 1951. I have no record of how long the Fordingbridge operation lasted.

Two other operators purchased by Hampshire Motorways were Oakleigh Coaches of Hordle in 01/1959 three coaches and C.A.Coffen t/a New Milton Coaches of new Milton in 04/1965 four coaches.

To the best of my knowledge, I believe the above to be correct, but I am sure somewhere somebody will think otherwise'.

Graham Starke replied: *'I slipped up by omitting the Solent Coaches part of the time line of bus and coach operators in the Lymington area and to make the matter worse I already have a copy of "All Aboard the Skylark" "sat on a shelf.*

I have been trying to research the companies in that area, but am struggling to determine which vehicles transferred with the changes of ownership. However, the info Norman supplied has helped in particular the fact that the trading name Hampshire Motorways commenced at the Fordingbridge depot. The other gem was Norman's reference to the ex Santoy Bedford OB, KLG 49.

Below are some photos of Hampshire Motorways vehicles at the Lymington garage, taken by myself in c1970, which include the ex-Oakleigh Coach fleet. (not the greatest of images but at least a record of the time).

Thanks again go to Norman for adding more information to the pot'.





Graham continues....

I thought it may be useful to send you what I have managed to put together so far. The Hampshire Motorways list is a bit of a jumble as I am not clear as to what vehicles changed hands with each new owner. Below is what New Milton and Oakleigh may have looked like before takeover.

C.A. Coffen. New Milton Coaches.

Sold April 1965 to Maitland, Lymington t/a Hampshire Motorways (Excelsior)

Registration	Chassis	Chassis No.	Body	Body No.	Seating	Into fleet	Sold
HAA 557	Bedford OB	92768	Duple Vista	47605	C29F		Jan-51
GDL 56	Dennis PAX		Reading		C29F		Feb-60
GDL 105	Dennis PAX				C29F		1958
OML 293	AEC Regal	06624905	Burlingham	5442	C35F		1958
YME 299	Leyland Comet		Gurney Nutting		C33F		Jul-58
GHS 721	Bedford SBO	25064	Burlingham	5532	C35F	Mar-58	Jul-60
2977 H	Bedford SB	18463	Duple	1030/40	C35F	Mar-58	Aug-64
LEL 698	Karrier 025	32A0213	Reading		C14F	Nov-58	Jun-64
FDL 537	Bedford OB	81411	Duple Vista	48856	C29F	1959	
FDL 432	Bedford OB	75501	Duple Vista	43988	C29F	Jul-60	Apr-65
KDR 690	Bedford SBG	34098	Duple Vega	1055/337	C36F	May-60	Apr-62
ETK 80	Bedford OB	3097	Duple Vista	1006/273	C29F	Feb-62	Jul-63
715 DPD	Bedford SB3	55271	Yeates	624	C41F	Feb-62	Apr-65
NOR 700	Bedford SBG	36711	Plaxton	2652	C38F	Jul-63	Apr-65
LRJ 47	Bedford SBG	51688	Plaxton	2999	C41F	May-64	Apr-65



Oakleigh Coaches, Hordle, Hampshire. Original business owned by Ted Gray sold to Hants & Dorset in 1933.
Business sold to Hampshire Motorways January 1959.

Registration	Chassis	Chassis No.	Body	Body No.	Seating	Into Fleet	Sold	Notes
OT 2146	Chevrolet X				B14F	Jul-26		Purchased new.
DEL 621	Bedford WTB	111503	Duple	2266/2	C26R	Jun-37		Purchased new.
GCG 284	Bedford OB	63557	Duple Vista	47804	C29F	1949	Jan-59	New 1948 Hants & Sussex,
PCG 990	Bedford SBG	47055	Duple Vega	1060/250	C41F	Jun-56	Jan-59	Purchased new.
HAA 559	Bedford OB	88802	Duple Vista	47886	C29F		Jan-59	New 1949 Hants & Sussex,
LAA 330	Bedford SB	15116	Plaxton	2118	C41F	Mar-53	Jan-59	Purchased new.

The King's Day out ... but no king to be seen!

Chris Drew



1 Aldershot & District 145 (GOU845), an East Lancs bodied Dennis K3 seen on the 14 to Alresford passing the watercress beds at West Lea farm shop.



2) Filling in for two unwell buses, Dominic Ryan's Dennis Dart might not have been the first choice for some perhaps more mature enthusiasts but it did keep the services covered for the day. Seen on the 161 near Berry Down Farm, it shows the rural nature of the route. 3) TV&GWOT brought along their Thames Valley Bristol K 446. It was photographed in Old Cheriton where, I was informed, Wilts & Dorset ran a route on which similar vehicles may well have been used. 5) also on the same duty, last bus of the day was 23ACD, Brighton Corporation Leyland PD2/37 belonging to Duncan Richardson of Ropley.



4) F662RTC, Leyland Lynx in Cityline livery running back to Winchester on the Twyford Waterworks circular.

6) Provincial 3 (H523CTR) a very rare ACE Cougar bought with the intention of a replacement program for the Leyland Nationals in the fleet. It was designed to use many parts from the already on the Nationals....re-cycling?

Tales from 226, No.3

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.

Box checking, a job that lasted throughout my time at SCT. The Bell Punch Ultimate ticket machine used pre-printed ticket rolls. Each ticket contained a value and alpha-numerical number plus a space for the stage number that was printed when the conductor pressed the lever down. The system was open to abuse, hence the need for box checking. The boxes, each with their individual number stencilled on the outside were locked and hung on pegs in the cashing up room. Portswood and Shirley had identical layouts. I would randomly select a box, open it up, and compare the next ticket about to be issued against the last waybill. Then open the back of the ticket machine, pulling the ticket roll out and using a finger pull the centre of the roll out. This would ensure the conductor had not issued the tickets out of sequence, for whatever reason. The same reason applied for checking there were no pre-issued tickets sitting under the next ticket to be issued off the roll. Lastly, the number of whole rolls would be checked against the waybill. The ticket machine was checked over in case the ink ribbon had dried out, which meant the stage number would not print, allowing the blank ticket to be re-issued. The bar holding the stage number cogs was tested to ensure they were not free flowing. The small grubscrow occasionally 'broke', again this prevented the stage number from printing. A game of cat and mouse.

Watercress Line 3/7/22 – Chris Drew

The 3rd of July 2022 was one of those days when the Watercress Line and The Working Omnibus Project Limited unofficially join up together to give an idea of what transport life was like in the 50s. Buses supplied via Medstead run a twenty-minute trip from Alresford station. They leave every half hour and travel to Bishop's Sutton along the B3047, turn at the junction with the A31 and reverse the process. For such a comparatively short run, there is a good amount of variation in the backgrounds.

The bus used on this day was Tim Stubb's Aldershot & District Dennis Lance K3 145 (GOU845) built in 1950.



**LISS AND DISTRICT OMNIBUS COMPANY LIMITED PART 2 – THE HANTS AND SUSSEX YEARS – 1945 TO 1955
(revision A) BY DAVID LINDSELL**



Leyland PS1/1 with Duple C35F body is seen at an unknown location and date. (Dr M A Taylor – British Commercial Vehicle Museum, Leyland)

In July, 1945, the business and the fleet of six vehicles was acquired by Basil Williams and became part of his Hants and Sussex empire.

The bus services operated during this period were as follows:
Service 1 – Petersfield – Sheet – Liss – Greatham – Longmoor – Liphook (Daily) from 7 September 1945 until sold 21 December 1954;

Service 2 – Petersfield – Sheet – Liss – West Liss – Hawkley (Saturdays only) from 7 September 1945 until sold 21 December 1954. (Wednesdays added circa August 1949);
Service 5 – Petersfield – Highfield Road – Tilmore Gardens (Daily) from circa August 1949 until withdrawn 31 May 1954;
Service 6 – Petersfield – Noreuil Road – Princes Road (Daily) from circa October 1950 until withdrawn 31 May 1954.

Excursion work from March, 1948 started when Liss and District were granted an excursion and tour licence to operate to six local area destinations from Longmoor Army Camp.

Liss and District also took over the excursion and tour business of Arthur Frederick Hassell trading as A F Hassell and Sons of Liss.

The two Dennis's were not used and the other four vehicles taken over were soon withdrawn during 1946. Two second-hand Bedford OWB's with Duple B32F bodies were obtained in 1945 and withdrawn in 1948 when many new vehicles were brought into service. These included eleven Bedford OB with Duple C29F bodies (see picture 2.1) and four Bedford OB with Duple B26F bodies. The only double decker purchased in 1947 was registered FOR639 (see pictures 2.2 and 2.3), a Leyland PD1A with Leyland H30/26R body. There were two other

Leylands purchased in 1947/48 being PS1/1 models with Duple C35F bodies (see picture of 2.4).

Richard Alderton, the nephew of Charles Cartwright, told me in February, 2022, that he was taken on by Basil Williams as an apprentice mechanic in 1945 at the age of 14. Whilst working at the Liss depot he learnt to drive the buses and coaches, but after his National Service (1949 to 1951) moved onto other employment. He currently lives locally in Mint Road, Liss.

The collapse of the Basil Williams empire started in the spring of 1950 when the Chancellor of the Exchequer double the fuel tax in the budget and in 1951 and again in 1952, putting the cost of fuel up by 200%.

The new vehicle had been bought on hire purchase agreements with high interest rates which led to a £55,000 overdraft at the bank by August 1952. In the October of that year the bank stepped in and the Liss and District business was offered to the British Electric Traction Company Limited, who were not interested.

This eventually led to the sale of the business on the 21 December 1954 to Holland's tours of Oldbury near Birmingham who had previously acquired Empire Coaches of Stockbridge, another Basil Williams company. They did not retain the business for long as it passed to Buddens of West Tytherley in April, 1955, who also took over Empress Coaches.

Ownership of the Depot at Liss Forest was given to Charles Cartwright's father in 1954 who then gave a 21-year lease to the Company.

In October of the same year, Creamline of Bordon took over Liss and District and therefore, Part 3 will detail the Creamline years under the proprietor, Charles Wilkins.



Bedford OB/Duple (HHO346) is seen at Menheniot, Cornwall when still owned by R F Glue on the 16 July 1972. (Flickr AndrewHAs)



(FOR639) is seen whilst in the ownership of Eynon, Trimsaran, Carmarthenshire on the 2 July 1959 still giving good service after sale by Basil Williams. J S Cochshott via The Transport Library)



All Leyland (FOR639) at Worden Park, Leyland before delivery on the 5 July 1947 (British Commercial Vehicle Museum, Leyland)

ACKNOWLEDGEMENTS

Richard Alderton (Nephew of Charles and Phyllis Cartwright)
Members of the Liss Area Historical Society.
Countrybus Website
Hants and Sussex by Alan Lambert published in 1983 by B M Lambert of Emsworth

Alan Lambert comments on part 1.



On the line up, the first is a Chevrolet not a Dennis. The second is a Dennis not an Albion and DX 8100 is a Bedford not a Dennis. Also, he is right, L&D did purchase Clayton Verometer machines in the 30s, but the ticket displayed is an ordinary Bell Punch. Another correction, 'the depot closing in 1954', it was actually closed in 1966 when the 21-year lease granted to Basil Williams in 1945 expired.

32 Years Ago (First published in StageCoach N015 May/June 1980)

Across the Solent, Seaview Services became the last independent on the Island to buy a new d/d -- the famed PD2s - one of which is still on the Island just where it was withdrawn. Hants and Dorset put their new L6Gs with Portsmouth Aviation C28F bodies into service, while Southdown went into the scrap business buying a batch of miscellaneous ex East Midland, and a little later ex Yorks. Woollen, Yorks Traction and County (Lepton) vehicles just for their oil engines, which were fitted to existing petrol engined vehicles. Also destined for scrap were 3 1930 AEC Regents of Bournemouth CT. These originated with Southampton and went west in 1938, their bodies being new 1944 NCB H56R. These were scrapped by Trants of Poole within the year. Coliseum had a spending spree, buying new Albion Victor/Reading HOR754/5, AEC Regal/Windover HOR756/7, and a Tilling-Stevens/Dutfield GOW996. Albions were quite popular: Easson had GOW111, a Reading bodied Valiant, while Priory, Christchurch had 2 Reading bodied Victors, as did Smith, Funtley (ERV799 which eventually found its way to Priory, Gosport).

“Buses & Model Railways” – Part 26, by Adrian Willats.

Making a long-delayed and (hopefully!) long awaited return, we look in this ‘episode’ at miniature PSVs at model railway exhibitions in the latter part of 2021 and early 2022. Events featured are Uckfield in October, Tolworth and Portsmouth (ALN School) both in November – and Romsey in March 2022.



Sadly, not many buses on the layouts at either Tolworth or Uckfield, but a mostly London theme for what there was! It was just so much of a relief to have events on again after eighteen months or more where many hobby activities – at least ‘in person’ – completely stopped.

Meanwhile, let’s see what the South Hants Model Railway Club could offer...



More London buses!

Let’s see what was to be found at Romsey in March 2022.



A Southdown OB at Hayling Island railway station, (closed 1963), also....



Some London Country green and a bit of Ribble!
More in Part 27...



Robert Martin continues his London recollections.

Some buses on London Transport routes in the Walthamstow area in 1992 before low floor and electric ones.



View of ex Southampton Citybus F291PTP a Dennis Dominator/East Lances at Walthamstow bus station also with above and First South Yorkshire

Route History:

19.11.88 Stratford-Walthamstow Central Station (Evenings)-Chingford Mount with Titans. **10.10.92** Stratford-Walthamstow Central station CONTRACT REASSIGNED to CAPITAL CITYBUS with the above. **01.01** Converted to single deck operation with First Capital Citybus Dart/Marshall single deck buses. **27.10.01** Converted to Double Deck buses with Volvo B7TL/East Lancs. **15.10.05** RASSIGNED to Stagecoach with Trident/Alexander ALX400 today using EnviroH MMC buses.

OPERATING GARAGES; Letton, West Ham, Hackney Wick, Northumberland Park, Stratford, Canning Town.



Mercedes 811D/Plaxton Beaver J611WHJ of Country Bus at Walthamstow bus station also of Bath Bus Company.

Route History:

19.11.88 Hackney Central Station - Walthamstow with London Forest using Metrорides: **23.11.91** CONTRACT REASSIGNED to County Bus (LeaValley) using Dennis Dart/Plaxton Pointer as well as above: At some point Arriva had it as well: **03.03.12** CONTRACT REASSIGNED to First as Hackney-Homerton-Walthamstow- Cogan Avenue Estate using Enviro 200:**22.06.13** CONTRACT REASSIGNED to Tower Transit used Dart SLF/Plaxton Pointer:**19.09.19** Route is Hackney-Homerton-Leyton-Whipps Cross-Walthamstow-Cogan Avenue Estate; **05.06.22** CONTRACT RASSIGNED to Go-Ahead London with new electric single deck buses. OPERATING GARAGES: Northumberland Park, Walthamstow Clapton, Edmonton.



Grey-Green Volvo B10M/East Lances B858XYR also of Colchester Borough Transport and Arrive at Walthamstow bus station.

Route History:

07.09.68 Walthamstow Central Station-Woodford-Loughton with RTs. **14.06.69** Walthamstow Central station-Epping Town- Epping extended from Loughton to Epping Via former 20B with MBs. **24.04.76** with DMSs.**28.01.82** Walthamstow Central station-Debden Broadway with Titans. **04.09.82** with National MK1s. CONTRACT REASSIGNED to Eastern National CityBus with VRs. **07.03.92** CONTRACT RASSIGNED to Grey Green as in photo. Also, at the time Capital Citybus School Journeys only. **09.03.02** Sunday only transferred to Arrive. **24.03.12** CONTRACT REASSIGNED to Go-Ahead London with Eclipse Geminis.**23.03.19** CONTRACT RASSIGNED to CT Plus today with London Central with Enviro 400EV City. OPERATING GARAGES: Loughton, Edmonton, , Barking, ,Northumberland Park, Walthamstow.



London Transport Titan NUW590Y at Walthamstow Central bus station.

Route History:

03.02.60 Walthamstow-Canning Town- Silvertown- North Woolwich with RMs/RTLs. **25.04.81** Sunday Converted to OPO with DMSs/Titans. **06.06.87** Chingford Mount-Walthamstow-Canning Town-Silverton- North Woolwich with Titans. **19.11.88** Withdrawn Chingford Mount and Canning Town and North Woolwich. **10.10.92** West Ham Garage close transferred to Leyton. **25.09.93** Walthamstow Central bus station-West Ham with Titans. **27.03.04** Night service N58 and converted to low floor. **05.03.05** CONTRACT RASSIGNED to First with Eclipse Geminis N58 Withdrawn. today with Town Transit with B9TL/Gemini. OPERATING GARAGES: Walthamstow, Leyton, West Ham, Lea Interchange.



OPERATOR NEWS

Company and fleet news always welcome from operators, members & enthusiasts,
email barry.barnessoc@gmail.com

BLUESTAR (Go Ahead)

17th/20th June. Due to the high demand of travellers for the Isle of Wight Festival, extra QuayConnect buses operated. The New Forest Tour returned for the 2022 season on Saturday 25 June and runs for nine weeks to Sunday 18 September. A partnership between the New Forest National Park Authority and Bluestar & Morebus.

CO-OP UNDERTAKERS, Waterloooville

RM2262 at the above on 1st June 2022, John Williams reports. Operated by A.W. Lymn, their website states: An original London Transport 1965 Routemaster Long wheelbase, this vehicle had the fleet number RML 2262, and was in service on the routes 14 and 22. Our bus was the prototype of the long wheelbase, offering 72 seats compared to the 64 on a standard RM, and was used by AEC to showboat the product in America. We have a deck fitted downstairs to accommodate the coffin. London Routemaster RML double decker bus (48 passengers and a coffin or 72 passengers, no coffin)

FIRST BUS (Shaun Daniels reports)

Hilsea and Hoeford to Weymouth: 63044, 63045, 63046, 63047, 63053, 63062, 63067, 63109, 63110, 63190, 63191, 63192. Weymouth to Hoeford: 37580. Minehead to Hoeford: 36100. Hoeford to Hilsea: 67182-88, 67198-9, 67200 and shortly 63432-3.

67198 in new Solent blue aka British Gas livery. 36100 LX60 DXB (Volvo B9TL/Wright H39/23D rebuilt to O39/27F), new to Go-Ahead London WVL 371. Transferred from Buses of Somerset for route 50 (PH0006159/502 The Hard/Gunwharf to:Southsea, South Parade Pier via Clarence Pier, 23 July 2022 until 31 August 2022, daily, hourly). If the service works it will stay at Hoeford for next year. Ticket prices on the 50 are as follows, Adult £5 child £3 concessionary pass holders £4 group £15.

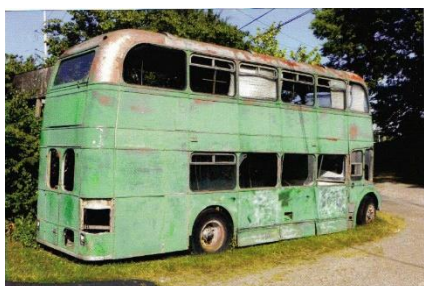
PH0006159/503 PR3 From Tipner Park and Ride Site to Southsea, D-Day Story via Portsmouth City Centre, limited stop. From 23 July 2022 until 31 August 2022, daily, half hourly. Tap On Tap Off commenced in Southampton on Thursday 30 June 2022.

GARD, Southampton

For sale Optare Solo GP02 DPV £2,495.00. Ex Salisbury Reds.

HANTS & DORSET

In 2021 former H&D Lodekka SRU 982 was residing at the High on the Hill bar in Cincinnati, Ohio. © Joe Koldys via BBA



HANTS & DORSET TRIM, Barton Park, Eastleigh



2nd June 2022, two First Glasgow deckers. Graham Starke.

PHIL BLAIR

For sale AHL 694, Leyland PS1. £15,000.00



© Robert Winkworth

PORTSMOUTH CITY COACHES (Mike Elkin reports)

M500 ELK has reverted back to SN04 CPE (Scania N94UD/ East Lancs H51/29F) and been sold to The Busman Ltd, Knutsford June 2022

M600 ELK has reverted back to YN53 CFJ (Scania N94UD/ East Lancs H51/39F) and been sold to Xelabus, Eastleigh in July 2022

BUF 272C (Leyland PD3/4/Northern Counties FH39/30F) was sold to Seven Sisters Bus and Coach, Ringmer in April 2022

ROMSEY COACHES

New, Setra S431DT CH9/7CT.

SOLENT BLUELINE, Southampton

Ex Southern Vectis ODL 662R for sale £35,000.00. Currently a mobile home in Exeter.

STAGECOACH

Closure of main London Road through Horndean between 25 Mar 2022 to 20 Aug 2022. Multi way temporary traffic lights to allow Hampshire County Council to repair faults in previously completed works to the drainage, kerbs and road surface. Buses will continue to serve Horndean but may be subject to delays. From 15th July until 19th August the road will be totally closed. During this period service 37 will be subject to diversions.

Stagecoach South put the news out via its Twitter page on Tuesday, July 12. It said: "Due to staff and sickness we are unable to run a full service today." Several services were affected. The 66 serving Winchester to Romsey was impacted in both directions this morning. Shortages also led to some cancellations of the 64, 69 and 3 services, with Stagecoach later announcing the 5 service between Winchester and Badger Farm would not operate throughout the afternoon. "We're planning changes to the network from July to improve reliability on services and will further review in September based on the number of new recruits we have for the depot."

Depot allocation, see page 16.

WHEELERS, Southampton

Into fleet April 2022. Mercedes Benz 616CDi/Unvi C22F. New to Cavalier, Brentford, acquired Parnell, Honiton.

XELABUS, Eastleigh

Former Xelabus P718 GND (J16 XEL) Volvo/Alexander for sale with Sunfun, Cambridgeshire.

2nd June 2022, there was a white AD E20 in the running line with fleet number 802, registered YX 18 KYB. A quick search shows this previously associated with Manchester Airport and then Reliance of York. Also, 539 - SK 52 OHB is now G 13 XEL and Sea View Coach ODL 678 was in residence. (*Graham Starke*)

New YN53 CFJ (Scania N94UD/ East Lancs H51/39F) acquired from Portsmouth City Coaches. YT59 PCF and YR59 FYO, Scania N230UD H41/22D ex London United.



YT59 PCF © Robert Winkworth

PH1098723/135 From Southampton Central Station (South) to Southampton Common (Northlands Road) via Southampton city centre, X80. 9 July 2022 only.

PH1098723/136 from Southampton Science Park to Southampton Common (Northlands Road) via The Avenue X81. 9 July 2022 only.

PH1098723 From Portsmouth, The Hard Interchange to Southsea, Clarence Pier via High Street, Old Portsmouth X27 normal stopping service, 26-28 August 2022 only.



Xelabus 801 KP51 WAO a Volvo B7TL - ALX400 H76F taken by Robert Winkworth. This bus, new to First Leicester was in Newsletter 253 in First West of England Bath University livery when I photographed it in December on Rail Replacement work while owned by Southampton Minilink. It appears it passed to Xelabus in January in exchange for 402 GX54 DVY ADL Pointer Dart B38F and 424 FF56 BLU (L6 XEL) ADL Mini Pointer Dart B29F.

GX54 DVY has since passed from Southampton Minilink to Sussex Coaches, I assume FF56 BLU remains with Southampton Minilink alongside the ex London Enviro 200 they recently acquired. *David Etheridge.*



Above: inside the depot. Below: J80 BPC (SK52 OHA) Dennis Trident, Plaxton President H51/32F, new to Lothian. ©Barry T.



Stagecoach South Allocations.

Chichester

10001 GX12 DXM; **10008** GX12 DXP; **10009** GX12 DXR; **11272** SN69 ZGH; **11273** SN69 ZGJ; **18517** NDZ 3017 (GX06 DXR); **18518** NDZ 3018 (GX06 DXS); **19034** SN56 AWA; **19039** SN56 AWJ; **19077** MX56 FTP; **19097** MX07 HLR; **19098** MX07 HLU; **19099** MX07 HLV; **19881** GX11 AKF; **19882** GX11 AKG; **19883** GX11 AKJ; **19884** GX11 AKK; **19885** GX11 AKN; **19886** GX11 AKO; **19887** GX11 AKP; **19900** SF11 LBE; **27650** GX10 KZC; **27652** GX10 KZE; **27653** GX10 KZF; **27654** GX10 KZG; **27661** GX10 KZO; **27662** GX10 KZP; **27663** GX10 KZR; **27741** GX11 AKU; **27742** GX11 AKV; **27755** GX11 AKY; **27838** GX13 AOA; **27839** GX13 AOB; **27840** GX13 AOC; **27841** GX13 AOD; **27842** GX13 AOE; **27843** GX13 AOF; **27844** GX13 AOG; **34518** GX04 EXM; **34631** GX54 DVZ; **36014** 414 DCD (GX07 FXB); **36057** GX58 GLZ; **36823** GX62 BAO; **36824** GX62 BAV; **36833** GX62 BGE; **36918** YX63 GYA; **36919** YX63 GYB; **36920** YX63 GYC; **37269** SL64 HXD; **37274** SL64 HXJ; **47554** GX57 DJZ; **47586** YK05 CAV; **47587** YK05 CAX; **47645** GX58 GJU; **47646** GX58 GJV; **47932** YJ14 BVH; **47933** YJ14 BVK.

Portsmouth

10894 YX67 VCG; **10941** SN18 KNE; **10945** SN18 KNJ; **10970** SN18 KPE; **15987** YN64 XSP; **15988** YN64 XSR; **15989** 407 DCD (YN64 XST); **15990** YN64 XSU; **15991** YN64 XSV; **15992** YN64 XSW; **15993** YN64 XSX; **19055** MX56 FSE; **19063** 404 DCD (MX56 FSP); **19071** MX56 FTD; **19090** 405 DCD (MX56 FUM); **26146** SN67 WVP; **26147** SN67 WVR; **26148** SN67 WVS; **26149** SN67 WVT; **26151** SN67 WVW; **26152** SN67 WVV; **26154** SN67 WVY; **26155** SN67 WVZ; **26156** SN67 WWA; **26157** SN67 WWB; **26158** SN67 WWC; **26159** SN67 WWD; **26160** SN67 WWE; **26161** SN67 WWF; **26162** SN67 WWG; **26163** SN67 WWH; **26164** SN67 WWJ; **26165** SN67 WWK; **26295** SN69 ZHX; **27557** GX58 GMU; **27655** NFX 667 (GX10 KZH); **27861** GX13 ANU; **27862** GX13 ANV; **27863** GX13 AOH; **27864** GX13 AOJ; **27865** GX13 AOK; **27866** GX13 AOL; **27867** GX13 AOM; **27868** GX13 AON; **27869** GX13 AOO; **27870** GX13 AOP; **27871** GX13 AOR; **27873** GX13 AOT; **27874** GX13 AOU; **27875** GX13 AOV; **27876** 413 DCD (GX13 AOW); **27877** GX13 AOY; **27878** GX13 AOZ; **36256** WA11 CHV; **36825** GX62 BBK; **36826** GX62 BBN; **36827** GX62 BBU; **36828** GX62 BCU; **36829** GX62 BDV; **36830** GX62 BDZ; **36831** GX62 BFK; **36832** GX62 BFV; **36925** 411 DCD (YX63 GYJ); **37276** SL64 HXM; **37277** SL64 HXN; **37278** SL64 HXO; **37279** SL64 HXP.

Winchester

10889 YX67 VCA; **10890** YX67 VCC; **10891** YX67 VCD; **10892** YX67 VCE; **10893** YX67 VCF; **18078** WA04 CTK; **18118** WA04 FOK; **18310** KX05 TWG; **18504** KX06 LYW; **18513** GX06 DXL; **18520** GX06 DXU; **18521** GX06 DXV; **18526** GX06 DYB; **19069** MX56 FTA; **19158** NK07 HBA; **19159** NK07 HBB; **19162** NK57 EUJ; **19163** NK57 EUH; **19193** NK57 DVW; **26041** SN16 OOI; **26042** SN16 OOU; **26043** SN16 OOV; **26044** SN16 OOW; **26045** SN16 OOX; **26046** SN16 OOO; **26047** SN16 OPA; **26048** SN16 OPB; **26049** SN16 OPC; **26294** SN69 ZHW; **27558** GX58 GMV; **27559** GX58 GMY; **27560** GX58 GMZ; **27561** GX58 GNF; **27568** GX58 GNV; **27648** GX10 KZA; **27834** GX62 BVA; **36024** GX07 HUK; **36025** GX07 HUO; **37406** YX65 PXY; **37407** YX65 PXZ; **37410** YX65 PYD; **37411** YX65 PYF; **37412** YX65 PYG; **37413** YX65 PYH; **37414** YX65 PYJ; **37415** YX65 PYL; **37416** YX65 PYO; **37417** YX65 PYP; **37418** YX65 PYS; **37419** YX65 PYT; **37420** YX65 PYV; **37421** YX65 PYW; **37422** YX65 PYY; **37423** YX65 PYZ; **47036** KX03 KZA; **47312** XSU 612 (GX06 DYP); **47539** GX57 DKF.



From David Lindsell 18522 XSU 682



10699 SN66 VVK



27562 GX58 GNJ

David Etheridge Coach of the month.



Both are Scania Tourings with Higer bodywork.

The first is BB19 ALB of Princess Coaches laying over in Southampton on the 5th May.

The Second is YN71 ZPY of Wilfreda Beehive laying over in Marlow on the 12th June.



Bus usage and service changes Solent Bus Network July & August 2022 - David Etheridge

Bus Usage and Traffic levels post pandemic.

From the DfT Transport usage return, bus travel outside London appears to have dropped back from the 82% of pre pandemic levels in mid-May to 75% in mid-July. London showed a slight increase during this period from 79% to 81%. National Rail continued to show growth having increased from 75% to 85% and in London the tube had improved from 69% to 71%.

Traffic levels remain at pre pandemic levels although cars remain at around 94% with the shortfall covered by extra HGV's and light commercials (vans).

As summer has arrived cycling was showing growth from pre covid levels and was at around 165% mid-July.

By monitoring web sites, Traveline and other information that came my way here is a list of changes to Solent area bus services for July and August 2022.

First Bus Portsmouth / Fareham.

25 Hard – Hayling Ferry: 24/7 to 24/9 service end three hours later.

50 Hard – South Parade Pier: 23/7 to 31/8 hourly open top service.

C1, C2 Fareham – HMS Collingwood – Gosport: one day service for HMS Collingwood open day on 2nd July.

E1, E2 Fareham – Gosport: 10/7 Mon to Fri frequency increased from every 10min to every 8min.

PR3 Tipner P&R – D-Day Museum: 23/7 to 31/8 every 30min service.

First Bus Southampton.

6 Southampton – Hamble: 24/7 rerouted in Netley area for eight weeks due to closure of Grange Road.

M1 Southampton – Marwell Zoo: Season end date amended from 4/10 to 4/9.

Go South Coast Bluestar – No Changes.

Go South Coast Unilink – No Changes.

Go South Coast morebus.

NF1 Brockenhurst Rail Station – New Forest Show Ground: 26/7 to 28/7 every 10 to 20mins.

National Express as at 19th July 2022.

030 Fareham - Portsmouth – Victoria: 8 to 10 journeys daily.

032 Southampton – Victoria: 10 to 12 journeys daily, one back started at Salisbury.

035 Poole – Bournemouth – Victoria: 15 to 17 journeys daily, two back started at Weymouth and one at Swanage.

160 Bournemouth – Oxford – Birmingham: 2 journeys daily.

204 Bournemouth – Southampton - Heathrow Airport: 10 journeys daily.

Stagecoach Andover – No Changes.

Stagecoach Havant & Chichester

HBF Fratton - Southsea Hoverport: 16/8 new service running on Portsmouth Football match days.

Stagecoach Winchester.

1 Stanmore – Winnall: 24/7 reduced service Mon to Fri peaks.

3 Winchester – Harestock: 24/7 reduced service Mon to Fri peaks.

4 Highcliffe – Teg Down: 24/7 Mon to Sat 30min later start and two-hour earlier end.

5 Winchester – Badger Farm: 24/7 Mon to Fri frequency reduced from 15min to 20min.

7 Winchester – Sparsholt: 24/7 Mon to Fri reduced from nine journey to five.

64 Winchester – Alton: 24/7 reduced service Mon to Fri peaks.

66 Winchester – Romsey: 24/7 Mon to Fri peak frequency reduced from 30min to hourly.

69 Winchester – Fareham: 24/7 reduced service Mon to Fri peaks.

86 Winchester – Whitchurch: 24/7 Mon to Fri frequency reduced from hourly to two hourly.

Spring Winchester – Springvale: 24/7 reduced service Mon to Fri peaks.

Xelabus.

X27 The Hard – Clarence Pier: 26/8 to 28/8 for Victorious Festival.

X80 Southampton Rail Station – The Common: one day service 9th July for Lets Rock festival.

X81 Chilworth Science Park – The Common: one day service 9th July for Lets Rock festival.



Hilsea stop over during the SOC July night out.

Barry T.

Xelabus 521 PA06 EAU on the X81 parking shuttle on 9th July for Lets Rock. David Etheridge.



Back page round-up.



The Chairman has time for a natter during the July night out.



Chris Drew would welcome a caption for this photo.

Best ones will be published in the next edition.



Far right: Southampton corporation transport numbers 361 and 335 in Peartree Road in the city on a running day on the 13 October 1991. Centre: Guy Open top number 164 (FTR511) in Portwood Depot, Southampton. Left: Guy 213 is seen in Portwood Depot in Southampton. David Lindsell



Who is this young chap in front of MUF?



This is a photograph of a photograph that was on the wall of The Cricketers pub (the one near Bedford Place), back in 1919.

The registration appears to be CR 77?? or CR 77?. Any ideas? Graham Starke.

Below: Dave Morris remembers his years at Crosville Queensferry depot.

