



Newsletter No. 240

December 2019/January 2020



**The big day out in Bristol** © Chris Drew

***In this edition:***

**A day in Bristol ~ BUSES Festival 2019 ~ Vintage buses in Hardy's Country ~**

**Model buses part 11 ~ The David Lindsell Page ~**

**~ 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](mailto:barry.barnessoc@gmail.com)

So here we are at the end of our golden jubilee year, and I am honoured to be the one writing this editorial although tinged with a hint of sadness as the task should have fallen to our long time editor and my dear friend, Rodney Barnes, who sadly passed away earlier this year. During this year, not only have we produced the usual six newssheet editions but have managed six specials that, from feed-back, were well received. The small core of regular contributors has been joined by a few new scribes and the more the merrier I say, especially if it adds diversity to the content.

Now the question is: what of the next fifty years? Well, it has got off to a good start. Unlike many clubs we have a wide age range amongst our membership including some who will just be reaching retirement when the club celebrates its centenary; perhaps one might even be writing the editorial. Without doubt we will need to work at it, survival will not come easy, and so many times these days we hear "we cannot attract young members or persuade members to step-up and run the club". The story is the same regardless of the type of club.

Another organisation that I belong to recently asked the question "is the club dead?" and the answer was "yes" but it remains optimistic for the future. It has succeeded in attracting large numbers of new members who are under thirty-five by removing old style committees and instead, developing a version of the online 'group' run by a volunteer who uses social media to instigate gatherings. Perhaps this is something the SOC needs to consider whilst still enjoying our monthly gatherings. We have recently discovered the club is not immune to a lack of volunteers willing to undertake committee roles. A committee role is not to be taken lightly, it requires leadership and a proactive approach, and it can be time consuming something which is not necessarily conducive with a working life. The more instant approach of simple messaging groups could be a way for us to attract younger participation in club business.

I seldom attend local bus rallies these days but do make an effort to visit Alton, and I am always encouraged by the numbers attending and in particular young families, but I do wonder what they make of it. The owners and occupants of participating vehicles either go missing immediately after parking up or sit inside eating their sandwiches. How often do you see the owners inviting young visitors to look inside, sit in the cab or explain the history behind the vehicle? The same can also be said for sales stands. I made a point of visiting a stand of a publication that I contribute articles to, but no attempt was made to engage with me and when I instigate a conversation very little response is forthcoming and no eye contact is made. If I have this problem as a paid up member and contributor, imagine how a perspective member of the public might react. I applaud the volunteers for manning the stand but this must not be to the detriment of the organisation.

So, looking towards the future, we need to overcome an image problem: maybe we should have a Ray Stenning image makeover! Engagement is important, young people engage with each other far more than we ever did it - just isn't face-to-face as it is more instantaneous via Facebook, Twitter or Instagram and we need to build on this. We are a friendly and engaging club with a wealth of knowledge so let us explore the means to spread this passion. The editor of the centenary edition might reflect on the monthly meetings held on their VR headsets over a 5G network enjoying the interactive history meetings. But for us in the meantime, let's get 'down wiv da kids', a little less Frank Sinatra and a bit more Stormzy or should that be a little less Leyland PD2 and a bit more Enviro 400?

### 2020 Photographic Competition

Still plenty of time to think about the photographic competition in February 2020. The rules require the photograph to be of a PSV taken by you between 1<sup>st</sup> January 2019 and 31<sup>st</sup> 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.

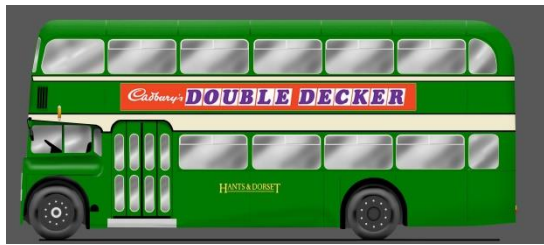
Rules: a photograph of a bus operating in London; London defined as all TfL (and previous incarnations) routes; one entry per member; normal end print size; received by the Editor before 20<sup>th</sup> December 2019 by post, at a meeting or email jpeg.

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

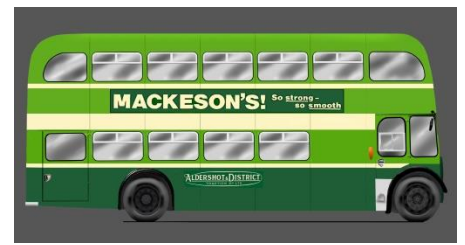
Please Note: The Solent Omnibus Newssheet contains facts, views, opinions, statements and other content and links to external websites not controlled by the Solent Omnibus Club. The Club takes reasonable efforts to include accurate, current information but makes no warranties or representations as to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

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





# Club News & Diary



## Club News

### October Meeting

The October meeting was opened By Adrian Willats telling the NBC story through liveries and fleetnames. He illustrated early NBC liveries – including the short-lived NBC blue – and the application of NBC corporate style fleetnames on traditional liveries. He showed the “heyday” of NBC livery and included variations such as that for H.M. the Queen’s silver jubilee and overall adverts. After the break Robert Martin illustrated the end of NBC corporate identity, showing the “regeneration” – Dr. Who-style – of subsidiaries into privatised identities, with some of the new liveries being applied even before sale! A nice touch was that he added the dates of sale of the companies he showed. All in all a fascinating and well-balanced evening.

### November Meeting

We welcomed Chris Aston as our special guest. The first half of the evening was taken up looking at unique buses most originating from Chris midlands homeland. After the break and an opportunity to purchase prints Chris had a selection of photographs predominantly of Southdown and Portsmouth.



Wheelers Coaches Optare Solo P1 OXF operating park & ride from Eastleigh Football Club also the location of a new outstation for the company.

© Barry T.

## 2019 Diary

### 6<sup>th</sup> December.

#### **The non-alcoholic Pub style quiz with cake!**

To end the jubilee year we have a team quiz, maximum four per team. We would like to invite teams from other clubs or societies to join us.

There will be no answering questions in public and only the quiz master will see the answer papers. Only the top three teams will have their scores reviled.

Points will make prizes.

The Chairman is arranging a birthday cake to go with the tea break!

**Please extend an invitation to any non SOC members, clubs, societies, enthusiast or transport company employees you think might enjoy a bit of pre-Christmas fun.**

## 2020

### 3<sup>rd</sup> January.

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

### 7<sup>th</sup> February.

AGM and Photographic competition.

**This space is available to advertise non-SOC bus and coach events.**

## SADTHT

Sunday 24th November: Christmas at Brickworks.

9th December - Christmas meeting and John Ashbridge: slides.



## The Bath and Bristol big day out.

Story Barry T, photographs and captions Chris Drew & Chris Richardsen,  
history Roger Watts.



Our host – James Freeman (Managing Director of First West of England) – with ADL-bodied Scania N280 36810 (YM17 FKE) which served as our transport between the various depots and along the guided busway. © Chris Richardsen

After a sedate journey aboard Darby's Iveco mini-coach AD18 BUS and, having negotiated the M3/M27 closure, we arrived at First West of England Bath depot. Accessed via a private bridge, the depot sits on an island between the Weston Cut canal and river Avon, and waiting for us were James Freeman, Managing Director, and Chris Hanson, Head of Operations. James would prove an informative and entertaining guide whilst Chris would skilfully navigate 36810 YM17 FKE around the busy roads.



YX66 WFR through the wash in Bath. © Chris Drew

After an introduction and time for photographs, we set off along the A36 and A4, bypassing Keynsham, and a left turn onto the A4174 brought us to the Hengrove depot located in the south of Bristol. Hengrove and Bath depots share the notoriety of both being closed by accidents occurring at their entrances which affected normal service operations.



A very recent arrival from Cornwall is Dennis Trident 33165 (LR02 LYC). Seen here at Hengrove depot, 33165 was previously based at Camborne and still carries 'Barbie' livery. © Chris Richardsen





**Another recent arrival – this time from York – is Volvo B7TL 32222 (LT52 WUG) which transferred to Hengrove over the Summer. © Chris Richardsen**

Hengrove is a relatively modern depot with large parking areas, and maintenance and administrative facilities. Located to encourage employment in a deprived southern area of the City, the majority of staff still travels from the northern suburbs. After plenty of time for photographs we departed via Colliters Way onto the South Bristol Link Road: an expensive and, as yet, unused road that has full busway infrastructure but is occupied only by grass and Friesian cows. A right turn onto the bus only road brought us to Long Ashton P&R and the start of the M2 guided bus route with the opportunity for a loo stop and to see the impressive driver/passenger interaction at the roadside ticket machine (on onboard payment unavailable).



**36830 Scania N250UD, Alexander Dennis H45/24F on the South Bristol Link Road. © Chris Drew**

Onto the first section of the guided busway, a straight few yards before the first left hand bend that demands the driver resume control of the bus as insufficient radius prevents guided rail on bends. A new bridge, over the first railway line we encounter, looks impressive having been built, for an additional cost of £15m to allow future electrification of the railway line. We continued under the A370 and over the River Avon via Ashton Avenue Bridge which was our next photo opportunity as buses on service cross over the bridge in both directions. Buses purchased for the M2 have lowheight bodies to accommodate the use of the bridge because permission was not granted to First, before commencement of operations, to test normal height bodies. Subsequently it materialised that full height double-deckers would fit under the bridge



**Scania 36826 (YP67 XDB) travels over the grade 2 listed Ashton Avenue swing bridge which was recently restored by metrobus. The former double-deck road and rail bridge was constructed as part of the Bristol Harbour Railway in 1905. The bridge rotated ten times a day until 1936 and became a fixed structure in 1951. © Chris Richardsen**

The M2 route returns to public highway along Cumberland Road, unable to gain permission to take the direct route into the city centre via Prince St Bridge, ([Prince Street Bridge](#), erected in 1809 by the Bristol Dock Company on the site of the ancient Gib ferry owned by the Dean and Chapter of Bristol Cathedral is grade II listed), the route turns right onto Commercial Rd, then left onto the A38 Redcliffe Hill past St Mary Redcliffe Church ([a parish church larger than Bristol Cathedral, built in the 15th-century full of gothic detail and a chapel for Pennsylvania's founding fathers](#)). Our route took us left over Redcliffe Bascule Bridge, right into Prince St and Broad Quay. We took a 20 minute photo stop at Closton Avenue, the M2 normally turns at Cabot Circus, an inbound journey of approximately 20 minutes or 42 minutes round trip.

Chris returned to collect us and we retraced our steps to Redcliffe Bascule Bridge. We turned left into Redcliff Street, not normally served by buses, before another left onto Bristol Bridge, and right onto Wine Street and Newgate.



Right then left onto the A420 before arriving at the famous Lawrence Hill depot. (see *additional information provided by Roger Watts*). The current depot is a shadow of its former self, appearing quite cramped - made worse by major works around the perimeter for laying a gas pipe in readiness for the introduction of gas propelled Scania's, 70 of which are on order. During WWII the site was bombed and as a consequence a bomb disposal expert is present whilst construction work is undertaken. This was also our last photo opportunity of the day that included some of the ex-Nottingham Scania's used on queue buster relief services.



Add blue is that a desire for James to change the livery.

© Chris Drew



Even the Mitsubishi gas-powered forklift truck at Lawrence Hill depot received 'Barbie' livery. © Chris Richardsen



© Chris Drew The A431 through Hanham is normally a congested route but it was surprisingly clear. James pointed out the site of a former tram depot on the right-hand side. (The depot on the right was the former Hanham Bus Depot and to be pedantic was never a tram depot, although it was right at the end of the Hanham tram route and should have been! The property was acquired with the J. Bence bus business in the 1930s, including services which served the east Bristol coal mines (such as Kingswood), and which Bristol numbered in a new 300 series. (My boyhood home was on service 300 (Downend to Hanham), but I had no idea of its provenance). On the left the location of former Longwell Green coachworks. (Longwell Green was formerly Bence bodies, renamed just after WW2 I think, of the same family as the Bence bus business mentioned above. Again, being pedantic, as both Bence and Longwell Green they did supply bodies to Bristol Tramways, the most recent being in the 1947 to 1950 period when they did lots of sub-contract work for BBW at Brislington, including some of the Leyland PD1s listed with Bristol bodies. The Welsh connection went on longer, Newport Corp in particular buying LG bodies into the late 50s). We passed Willsbridge railway station and turned right into Keynsham. Keynsham was originally a roman settlement that now has a population of 24,692 and most recently famous as the home of Horace Batchelor. We made a left into the High Street before re-joining the A4 and returning to the Bath depot.



James Freeman assisting to extricate our minicoach from its place of slumber © Chris Drew

Four enjoyable and entertaining hours in the company of two knowledgeable transport professionals who take great pride in their business. On behalf of the Solent Omnibus Club members, thank you James and Chris.



### The wisdom of James Freeman:

- Never let politicians plan bus routes.
- Gas buses better than electric.
- Scania/AD 400 MMC the best combination available.
- Peak running on some routes increases by over 100%.
- Never run bus services on motorways. First handed Stagecoach the Newport and Portishead routes which - involved motorway running and are liable to disruption.
- Wright Streetlites unable to provide smooth driving experience.
- Articulated buses great for university work. The future of Bath vehicles is undecided.
- Congestion is worst between September and December.
- Double decker conversion gives increased capacity, equals better return on driver cost.
- Three axle double-deckers not as good at two axle because of reduced lower deck capacity. What matters is the .flat floor area before rear axle.
- Route branding paying dividends - 50% on some routes.
- Future management buyouts will be difficult.
- Keep the peace, X39 livery half say Bath to Bristol, half say Bristol to Bath.



Allocated fleet number 32231 by First, Volvo B7TL LR52 BLK has been on loan from Dawson Rentals since Autumn 2018 and retains its overall blue livery. It was previously with Kingsley's Coaches of Birtley as their number 259 and, before that, operated in London for Metroline (VP317). © Chris Richardsen



An unusual vehicle based at Hengrove depot is Ford Transit minibus 54601 (RA04 YGS). Acquired from Truronian in 2008, this 16-seater is now part of First's training fleet. © Chris Richardsen



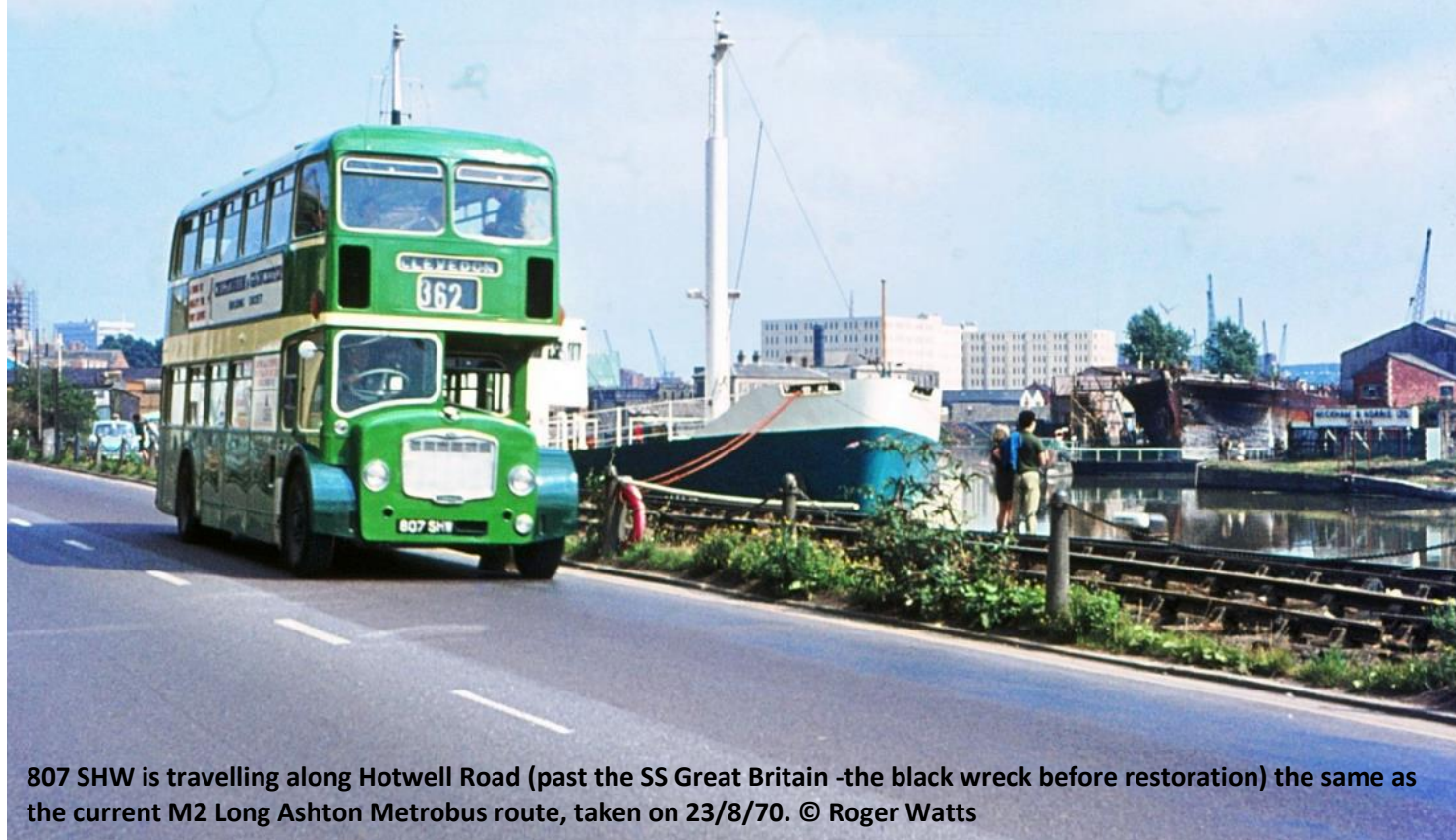
The only ex-Hoeford bus that we spotted was Dennis Trident 33144 (LR02 LWZ). Photographed through the windscreen Scania 36810, it is seen here on route 24 (Southmead Hospital to Ashton Vale) with the base of Castlemead (Bristol's tallest building at 262 feet) in the background. Heading in the opposite direction is Volvo B9TL 37326 (WX57 HKG) which carries branding for service 2 between Cribbs Causeway and Stockwood. 33144 and fellow Trident 33158 were the last buses to carry 'Barbie' livery at Hoeford prior to their transfer to Bristol's Hengrove depot in the Autumn of 2018. © Chris Richardsen



Volvo B9TL 37353 (WX57 HLP) poses beneath ominous-looking clouds in the yard at Lawrence Hill depot. © Chris Richardsen



## History of Lawrence Hill Bus Depot and Works. Roger Watts



**807 SHW is travelling along Hotwell Road (past the SS Great Britain -the black wreck before restoration) the same as the current M2 Long Ashton Metrobus route, taken on 23/8/70. © Roger Watts**

In 1924 Bristol Tramways (as it was then) acquired a large tract of land in the district of Easton from the Bristol Wagon & Carriage Works Company (no connection with Bristol Tramways), which wound up its business at that time. Primarily a large tramway operator, Bristol Tramways (BTCC) was building up an ever-increasing fleet of motor vehicles, including taxicabs, lorries, vans, charabancs and single-deck buses, which could no longer be overhauled at Filton (long since transferred to the chairman's new aeroplane company) or at Brislington. Known as Lawrence Hill (LHL), it became the central repair works (CRW) for the company, as well as the largest (by far) of the bus operating depots. The Ian Allan BBF for Bristol Tramways in 1948 gives an allocation of 233 vehicles for the operating depot, with another 117 based there in the reserve fleet (total of 350), whereas the next largest depot was Bath with 145 vehicles.

With the continued growth of BTCC, various specialised departments were formed at LHL, including vehicle and engine overhaul, paint shops, recovery, the coach unit, the central control office, driver training, publicity, the print works including printing leaflets – but not timetable booklets – for other Tilling, BTC and THC companies, and for independent Wessex Coaches. All the vehicles needed by these departments were numbered chronologically in the works fleet from W1 upwards, and to distinguish the training vehicles from the service bus fleet and orange band was added below the lower deck windows.

Until 1970 the head office and lost property department remained at the well-known mock Tudor offices at the (Tramways) Centre. At the end of the 1960s more land was acquired at Lawrence Hill and a new multi-storey office block was built to house the head office staff. It was named Berkeley House because it was built over the site of Berkeley Street. In the 1970s the new computer unit was based at LHL which grew to provide computer services not only for Bristol Omnibus (BOC) but also for Black & White Motorways and even Midland Red. However, the 1970s saw the removal of express service operations to National Travel (South West), and then in the 1980s there was the break-up of the company into Cheltenham and Gloucester, Badgerline and Cityline. With the loss of its vast country area operations BOC no longer needed all of the LHL estate or such a large CRW. Berkeley House was sold (to VOSA), the site was divided into two (British Leyland took a unit for a while), and the CRW became a stand-alone operation, Bristol Engineering Ltd. The new head office was the much smaller Enterprise House on BOC's part of the site. After Wessex National moved out of Moravian Road, Kingswood, it transferred to LHL to form a new coach unit for a while, until it was eventually closed down.

Nowadays, First West of England operates from the site, and many of the above-mentioned functions previously carried out are bought in from specialist providers.





On roads now used by Metrobus. 986 EHW is in the Haymarket and would go on to use the Portway to Avonmouth, taken on 17/7/68; HHW 459D is also in the Haymarket and is on the 74 to Patchway - very much a forerunner of Metrobus, taken on 14/8/81. © Roger Watts

## Meanwhile it's Bath time for Roger Watts

The Bath contingent, in addition to carrying out a detailed survey of food, clothing and other shops, was able to survey bus and coach activity in the World Heritage Site (listed in 1987). The principal activity consisted of standard First Bus vehicles with double-deckers new to Centrewest in 2004 and to First Manchester in 2008 in action, although two-year old Enviros in purple "UNI" colours were also evident. Also single-deck Enviro 200s were to be seen, as were one-year old Optare Solos in "Bath City" livery. Other Enviro 200s to be seen were three from Faresaver (Pickford) of Chippenham (LX10 AUR, MX13 KUB and RRU 345). RATP-owned Bath Bus Company had its open-top Volvos at work with both Ayats and Unvi bodywork in "City Sightseeing" livery, as well as a green and cream-painted (ah, those were the days!) "Air Decker" bus for the Bristol Airport service.

On the coach front, many of the London coach operators were present, including Dhillon, Golden Tours with the newest coach of the day, Premium with a double-deck VDL Bova, Redwing and Westbus. A Greenslades Van Hool passed through, rekindling memories of a different Greenslades from Exeter, while the only local example came from Arleen of Bath. Mott's of Aylesbury provided the oldest coach of the day, with a Plaxton-bodied Volvo B7R dating from March 2008, which was one of the early wheelchair lift-equipped coaches (with lift in the centre of the nearside) and seen in use while we awaited the arrival of the main SOC group from Bristol.





## .....and finally from Bath and Bristol a Chris Drew selection



Driver Chris at the wheel.



Stagecoach Falcon service leaving for Exeter



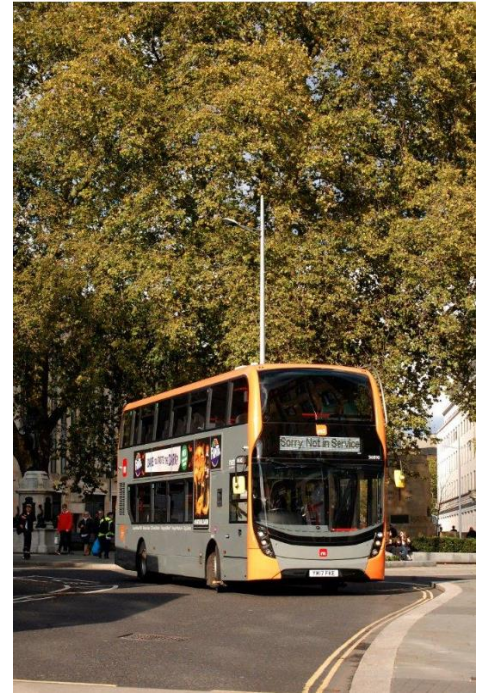
The other Chris photographing buses.



36807 on the guide way. Green light reflected in the windscreen.



Local operator A Bus Spectra



36810 was our steed for the afternoon



36825 Airport Flyer passing under the height gauge



-10- Lawrence Hill, not the crime writer but the very atmospheric depot



## “BUSES Festival 2019” – Adrian Willats travelled to that big round motor museum in Warwickshire for another enjoyable gathering of buses old and new...

Travelling with two fellow enthusiasts from the Portsmouth area, good time was made with an approximately two-hour journey from near Southsea Common to Gaydon. Many changes to the landscaping surrounding the museum were evident since last year, with lots of new spacious hard standing to park on and even charging points for those with non-internal combustion powered vehicles! Once inside the perimeter of the event, the expected quantity and variety of both buses and outside traders' stalls became evident – although the promised parking of visiting PSVs “two spaces apart” seemed to have not quite happened.... As usual, many more stalls were inside the museum on the first floor. These were as popular as always, despite the slight impediment to the smooth flow of visitors caused by the ‘down’ escalator not working! “Improvisation” was soon evident, with it simply being used as stairs. I acquired quite a few slides and prints, although only one book was added to my bag this time. One ride out of the site was taken, aboard BMMO (Midland Red) S23 No. 5919 (RHA 919G) of 1968. Thanks to Nigel Appleford for transport to and from ‘down here’ – and Steve Payne for company, navigation and additional humour!



Platform view and exterior of Midland Red 5919. The bus stops for the free rides were also in a new place this year - much better than before!



A selection of the many buses and coaches attending is seen here. Notable was the very low number of preserved or current London vehicles and – as far as I saw – a COMPLETE lack of Southdown vehicles, in either NBC or ‘traditional’ colours!

A most enjoyable event, with plenty to fill the time with. Once again, the weather was kind....





## Vintage buses in Hardy's Country. Chris Drew

This is sold as celebrating the history of Bere Regis and District....visiting delightfully double barreled Dorset destinations. Based at the 'Top o' Town' car park routes fan out in all directions. As usual, I'd purchased a programme before hand and using 'Streetview' had worked out a list of places to be and times to be there that might prove to be useful.

At this point it is well to remember that there is a rider that should always noted.....'We reserve the right to cancel or vary the services in the case of unforeseen circumstances'.

For the first in a long while, it happened this year. Luckily it was supposed to be the first bus out of Bere Regis at 9am. It was to reach the point I was waiting at in Tolpuddle approximately 15 mins later. I had the shot lined up as it entered the village across the flood meadows from Affpuddle....but it didn't. Knowing I had to be in Upwey by 10am, I gave it another 30mins but nothing appeared. It's at times like that, one has to remember that it's a privilege to see and travel on these vehicles and not a right. There were a few more missed buses during the day but then, there were others I wasn't expecting, so it's swings and round-a-bouts.

Upwey was on the route 437 from the coast at Weymouth. That's where I found Devon General Bristol VRT 937 with convertible ECW bodywork although the owner chose to keep the lid on.

Seen not far from one of those delightfully double barreled named villages was Southern Vectis Bristol LHS on the Roman Road above Compton Valence. The surface on this road is not wonderful so I think a spirited ride was had by all.

Devon General AEC Regent V DRD765 was caught in the rather surreal surroundings of Poundbury, a satellite suburb of Dorchester. It's built on Duchy of Cornwall land and as such is under the control of Prince Charles, I say no more other than I felt if I had tried to escape at the wrong time of day, a large white balloon would have chased me and dragged me back kicking and screaming. The statue is of his Grandmother who that particular square was named after.

The final shot here and of the day was of Western National 3370, a Plaxton bodied Bristol LH hurtling off the downs on its way to Bridport. It spent most of its working life in the Minehead area hence the 7ft 6inch wide bodywork.





## The David Lindsell Page



The pictures above taken on the 17th September show former Charlies Cars of Bournemouth number 57, LJ9501, a 1934 Albion Valiant with C32F Harrington body of 1947. The coach is now cared for at the Anglesey Transport Museum and is registered to Classic Coaches of Newborough. It appears to be used for wedding transport hence the white ribbons.

WND477 a Leyland tiger Cub with C41F Duple Britannia body, new in August 1958, of the Alpine Travel Heritage Fleet, is seen at Llandudno sea front prior to working the 15.00 Great Orme Tour on the 18th september.



Buses replaced trains between Andover and Basingstoke on Sunday 6 October 2019. Only one coach noted outside Andover Station being City Circle Coaches number 137 (YN17OMA) a Scania K360EA/Irizar C53F.



# Operator News



## Lucketts

New Services PH0005948/13. From Portsmouth Hard and Fareham Park & Gosport to Whiteley Business Park via Kings Terrace. No. Whiteley Connect effective from 30 September 2019 Monday to Friday (excluding bank holidays).

## Mervyns

PH1144187/1 Operating between East Stratton, Baring Close and Winchester Broadway given service number 95 / 95A / 96 / 96A cancelled from 01 January 2020.

## Portsmouth City Coaches

Acquired 9/19 are YN53 CFO & YN53 CFJ from Centrebus, Grantham. Both Scania/East Lances, originally Nottingham. One of the DDs has been re-registered M800 ELK. I think it is ex Lothian SN04 AEZ. (9/19) *Alan Lambert*

## Portsmouth City Council

Low Emission Zone.

On Monday 9 September 2019, Portsmouth City Council's Cabinet decided to make Portsea Island a Low Emission Zone (LEZ), whereby older buses, lorries and taxis which do not meet the Council's requirements will be charged £20 per day to enter the Zone. This will be combined with encouraging children to walk to and from school, installing electric vehicle charging points at taxi ranks, and asking the Government a second time for funding free bus passes. If the LEZ does not reduce emissions, hence also air pollution, to the satisfaction of the Council, it will introduce a Clean Air Zone (CAZ) which would see all drivers charged in Portsmouth. The Council, however, has to prove an LEZ will be as effective as a CAZ by October 2019. Coach & Bus Week, issue 1411 page 7 dated 17/9/2019.

Travel Survey.

In conjunction with Hampshire County Council and the Isle of Wight Council, Portsmouth City Council is planning a network of bus priority routes to form the South East Hampshire Rapid Transit. Traffic lights giving priority to buses and improved bus stops are amongst other measures being considered. The Councils hope to receive a share of a Government pot of about £1b.

A new travel survey was recently launched to help the Councils produce a plan to improve travel times. To participate in the survey, visit [bt.ly/SEHRT](https://bt.ly/SEHRT) before it closes at midnight on Sunday 13 October 2019. The News, 23/9/2019 page 11. *Robert Smith*

## Wheelers Coaches

PH1011572 New operating centre Eastleigh Football Club, Stoneham Lane, Eastleigh. Authorisation 4 vehicles.



Xelabus SE51 SEA (ex Bluestar HX51 ZRG) acquired from Seaford. © Bob Winkworth

## Report from Keith Lloyd - Recent Southampton changes.

### First Hampshire and Dorset Ltd, t/a City Red

Sun 22nd September 2019

City Red 1 Southampton City Centre - Central Station - Totton - Calmore (D)

New service which, apart from the routing in the city centre, is identical to Bluestar 12. Publicised as "The '1' you've been waiting for", the service is First's reaction to new Bluestar 19 (see below). Unfortunately, torrential rain on Mon 23rd September resulted in flooding of Millbrook Road West and the road was soon closed westbound: outbound buses were diverted via Shirley Road, Shirley High Street, Park Street and Regents Park Road. The closure also affected Bluestar services and the road reopened by midday.

### Go South Coast Limited, t/a Bluestar

Sun 1st September 2019

Changes to some timetables to improve reliability and punctuality. I have just copied the summaries from the Bluestar website.

#### 4 Southampton - Romsey (D)

Following a review, the Bluestar 4 timetable has been completely re-worked, adding in an extra bus to increase reliability. An additional journey will also skip Fleming Avenue in North Baddesley to avoid traffic issues on Rownhams Road during the morning peak, and there are more Sunday journeys towards Southampton in the morning and towards Romsey in the afternoon.

#### 5 Boyatt Wood - Eastleigh - Romsey (M-S)

There has been a general review to improve reliability, including retiming the 0955 Eastleigh to Boyatt Wood to 1005, and a new journey from Romsey to Eastleigh on Saturday afternoons.



8 Southampton - Marchwood - Hythe - Calshot (D)  
 9 Southampton - Hythe - Langley - Fawley (D)  
 There will be revised times on most journeys, including the withdrawal of the 1945 Bluestar 8 from Southampton, which will be replaced with a 1940 Bluestar 9 that will divert via Marchwood. The 2305 Bluestar 9 from Fawley will also now divert via Marchwood and continue past Rushington Roundabout to Totton. Plus, great news - the Lepe Beach extension will remain on Sundays through the Winter!  
 11 Southampton - Totton - West Totton (D)  
 12 Southampton - Totton - Calmore (D)  
 There are some minor changes throughout the timetable, with a new Bluestar 11 journey at 1955 from Southampton. There are also new later journeys on Bluestar 12 on Sundays.  
 16 Southampton - Bitterne - Midanbury - Townhill Park (D)  
 There are minor changes to improve reliability, plus a new earlier weekday morning journey. We have improved coordination with Bluestar 18, too through Bitterne.  
 17 Weston - Woolston - Southampton - Shirley - SGH - Lordshill - Adanac Park (D)  
 New additional journeys between the City, General Hospital and Brownhill Way (Guernsey Close). There is also a minor change to journeys between the City and Weston between 0730 and 0800 weekdays.  
 18 Millbrook - Shirley - Southampton - Bitterne - Thornhill (D)  
 Following a reliability review, we're adding an extra bus into the network to improve punctuality and journey times on Sundays. There will also be earlier journeys in both directions on Sunday mornings, and we've improved coordination with Bluestar 16 between the City and Bitterne and Bluestar 17 between the City and Shirley.

Mon 9th September 2019

1 Southampton - Winchester (D)  
 To reflect changes to Peter Symonds College start times, we've retimed some weekday morning journeys arriving into Winchester between 0800 and 0900. The 0815 and 0835 departures from Winchester are retimed to run 5 minutes later throughout as a result.

Sun 22nd September 2019

19 Central Station, North Side - City Centre, Vincents Walk - City Centre, Westquay - Woolston Bridge, Link Road - Sholing, Drove Road - Thornhill, Fairfax Court (D)

New service with route very similar to the eastern section of First 3 Lordshill - Shirley - Central Station - City Centre - Woolston - Thornhill (D). See above for First's response.

Mon 23rd September 2019

613 Redbridge - Millbrook - Shirley - Barton Peveril College (M-F Sch/Coll)  
 614 Hill Lane, Raymond Road > King Edward VI School > Taunton's College > Winchester Road > Chilworth Roundabout > Barton Peveril College (M-F Sch/Coll).

The Bluestar website states that the 614 no longer runs and is replaced by a second morning 613 journey, starting at Shirley Precinct at 0947 M and at 0742 T-F. Comparison of the timetables for last year and this year, however, shows that the 613 had no intermediate timings between Shirley Road and Barton Peveril College but now has the same stops as the old 614 on this section. The 614 journey is extended back to commence at Shirley, Precinct, and is renumbered

613. The journey from Redbridge serves Park Street in Shirley and not the Precinct, but thereafter the two journeys now run together at the same times. (The afternoon 613 is unchanged and in this direction no intermediate times are shown between Barton Peveril College and Taunton's College.)

Note that on Mondays all the Bluestar journeys to Barton Peveril College operate about 2 hours later than on Tuesdays to Fridays.

### Go South Coast Limited, t/a Unilink

Sun 22nd September 2019

U1

NOCS > City Centre > Portswood > Highfield Campus > Wessex Lane (U1W) > Southampton Airport (U1A) > Eastleigh (U1E)

Eastleigh > Southampton Airport > Wessex Lane > Highfield Campus > Portswood > City Centre > NOCS (U1C)

Before the above date, during M-F daytimes northbound buses operated every 7/8 minutes with alternate journeys terminating at Wessex Lane (U1W) and the others continuing to Southampton Airport (U1A). Now all journeys at these times run through to the Airport; the new timetable states that the journeys run "every 8-10 minutes". Use of U1W ceases.

U1N Leisure World > City Centre > Highfield Campus > Wessex Lane > Southampton Airport > Eastleigh (FS - I think that means early SSu mornings)

Route and timetable unchanged.

U2

Mayflower Halls > Avenue Campus > Highfield Campus - Chamberlain Halls (U2) - Bassett Green (U2B)

Bassett Green > Chamberlain Halls > Highfield Campus > near Avenue Campus > Mayflower Halls (U2C)

Until the 2016/2017 academic year, at the top end of Lobelia Avenue U2B turned left into Bassett Green Road to terminate at the Bencraft Court Hall of Residence (adjacent to the Crematorium). The Hall then closed and from the 2017/2018 academic year the service turned right into Bassett Green Road and then operated via Stoneham Lane and Burgess Road. Bencraft has now been rebuilt or replaced to become Greenwood Court (per Unilink timetable) or Green Wood Court (per the Hall's website), so the route has reverted to turning left and following its old route. This leaves the eastern part of Bassett Green Road without a bus service.

[Following closure Bencraft Court was sold by the University of Southampton and I suspect the purchaser demolished the old buildings and built a more up-to-date hall, but I have been unable to confirm this.]

U6

NOCS (late evening) > West Quay > Civic Centre > Royal South Hants Hospital > Portswood > Swaythling > Highfield Campus > Southampton General Hospital (U6H)  
 Southampton General Hospital > Highfield Campus > Swaythling > Portswood > Royal South Hants Hospital > Civic Centre > West Quay > NOCS (U6C)

West Quay > Civic Centre > Royal South Hants Hospital > Portswood > Swaythling > Highfield Campus > Cantell School (U6) (single northbound journey on schooldays)

The M-F daytime frequency has increased from 20 minutes to 15 minutes, but although the new timetables for the other Unilink routes were on the web by 22 September, that for the U6 was still showing the 2018-2019 timetable.





Robert Smith, Shaun Daniels, John Kirby

#### ACQUIRED VEHICLES.

**63370/2-5/81/83** Wrightbus StreetLite Max DF MicroHybrid with Mercedes-Benz engines, DP41F+34+0 variable to DP35F+40+0 or DP35F+38+1

Fleet No.	Registration	Chassis	Body	First licensed
63370	SL16 RAX	SA9DSRXXX16141269	AM736	1/5/16
63372	SL16 RBO	SA9DSRXXX16141271	AM738	1/5/16
63373	SL16 RBV	SA9DSRXXX16141272	AM739	1/5/16
63374	SL16 RBV	SA9DSRXXX16141273	AM740	1/5/16
63375	SL16 RBX	SA9DSRXXX16141274	AM741	1/5/16
63381	SL16 RCV	SA9DSRXXX16141280	AM747	1/5/16
63383	SL16 RCY	SA9DSRXXX16141282	AM749	1/5/16

All new 5/16 in First UK Bus Urban Livery with Hanover orange LED destination and route number equipment to First South Yorkshire Limited, Rotherham (later Doncaster), South Yorkshire (63370, 63372, 63373, 63374, 63381, 63384). Then: 63370, 63372, 63374, 63375: Allocated to Rotherham 5/16 then Doncaster later in 5/16. Registered office moved from Rotherham to Doncaster 12/17. Acquired 11/8/19 by First Hampshire & Dorset Limited (63370, 63372, 63373, 63374, 63375).

63381, 63383: Allocated to Rotherham 5/16. Registered office moved from Rotherham to Doncaster 12/17. Acquired 11/8/19 by First Hampshire & Dorset Limited (63381, 63383).

All chassis and body numbers and seating details were checked in Portsmouth area.

#### ALLOCATIONS.

65017 13/9/19 from Hoeford to Reserve.

#### REPAINTED VEHICLE.

63053 Painted in First UK Bus Urban livery with FirstSolent fleetnames in 10/19.

#### VEHICLES ON LOAN TO FIRST HAMPSHIRE & DORSET LIMITED.

**From First West of England Limited, Bristol:**

**33945/6/8** Alexander Dennis Enviro400 MMC H49/31D

Fleet No.	Registration	Chassis	Body	First licensed
33945	YX66 WEU	SFDA12BR2GGX29249	G427/3	29/9/16
33946	YX66 WEV	SFDA12BR2GGX29252	G427/4	29/9/16
33948	YX66 WFA	SFDA12BR2GGX29290	G427/6	29/9/16

All new 9/16 in purple livery for services to University of Bath to First Somerset & Avon Limited, Bristol (33945, 33946, 33948). Allocated to Bath 9/16. All acquired 1/6/17 by First West of England Limited, Bristol (33945, 33946, 33948) (change of title). Allocated to Bath 1/6/17. On loan from 30/8/19 to 1/9/19 to First Hampshire & Dorset Limited for special services in connection with Bournemouth Air Show.

#### BOURNEMOUTH AIR SHOW.

The annual Bournemouth Air Show took place from Thursday 29/8/19 to Sunday 1/9/19. First Hampshire & Dorset Limited were awarded the contract to provide the park and ride service.

Buses used include the following.

#### Thursday 29/8/19:

Regrettably no reports were available.

#### Friday 30/8/19:

Fleet No.	Registration	Allocation	Note
32766	WJ55 CSV	Hoeford	
33945	YX66 WEU	Bath	On loan
33946	YX66 WEV	Bath	On loan
33948	YX66 WFA	Bath	On loan
37164	HY07 FSU	Hoeford	
37165	HY07 FSX	Hoeford	

#### Saturday 31/8/19 and Sunday 1/9/19:

Fleet No.	Registration	Allocation	Note
32757	WA54 OLP	Hoeford	
32766	WJ55 CCSV	Hoeford	
32767	WJ55 CTE	Hoeford	
33945	YX66 WEU	Bath	On loan
33946	YX66 WEV	Bath	On loan
33948	YX66 WFA	Bath	On loan
37163	HY07 FSZ	Hoeford	
37164	HY07 FSU	Hoeford	
37165	HY07 FSX	Hoeford	
37997	BF63 HDV	Weymouth	Jurassic Coaster
37999	BF63 HGY	Weymouth	Jurassic Coaster
65010	YN54 NZF	Hoeford	
65013	YN54 NZJ	Hoeford	
65014	YN54 NZK	Hoeford	
65019	YN54 NZT	Hoeford	
65023	YN54 NZX	Hoeford	
69390	HY09 AOS	Southampton	Three livery
69392	HY09 AOR	Southampton	Three livery
69393	HY09 AZD	Southampton	Three livery

#### Road Works in Copnor Road, Copnor, Portsmouth.

Copnor Road was closed to traffic for resurfacing from Copnor Bridge the crossroads with Burrfields Road and Stubbington Avenue between 2000 and 0600 from Monday 10/6/19 to Friday 5/7/19 (except weekends). Bus services were affected as follows.

2 (PORTSMOUTH – PAULSGROVE) Diverted from Milton Road via Copnor Bridge, Tangier Road, Eastern Road and Burrfields Road to Copnor Road.

2 (PAULSGROVE – PORTSMOUTH) Diverted from Copnor Road via Burrfields Road, Eastern Road, Tangier Road and Milton Road to Eastney Road.



### Fire in Kingston Road, Kingston, Portsmouth.

Fire broke out in the rear of 78-80 Kingston Road, Portsmouth, on the morning of Wednesday 24/7/19. Kingston Road was closed to traffic between its junctions with Little Arthur Street and Toronto Road from 0825 to 1030. Bus services were affected as follows.

3 (FAREHAM – PORTSMOUTH) Diverted from London Road via Kingston Crescent, Mile End Road, Church Street Roundabout, Commercial Road, Cornmill Street, Lake Road and Commercial Road [North] to Marketway.

3 (PORTSMOUTH – FAREHAM) Diverted from Commercial Road [North] via Commercial Road, Church Street Roundabout, Mile End Road, Rudmore Roundabout and Kingston Crescent to London Road).

7 (PORTSMOUTH – WECOCK FARM) Diverted from Commercial Road [North] via Commercial Road, Church Street Roundabout,

Mile End Road, Rudmore Roundabout and Kingston Crescent to London Road.

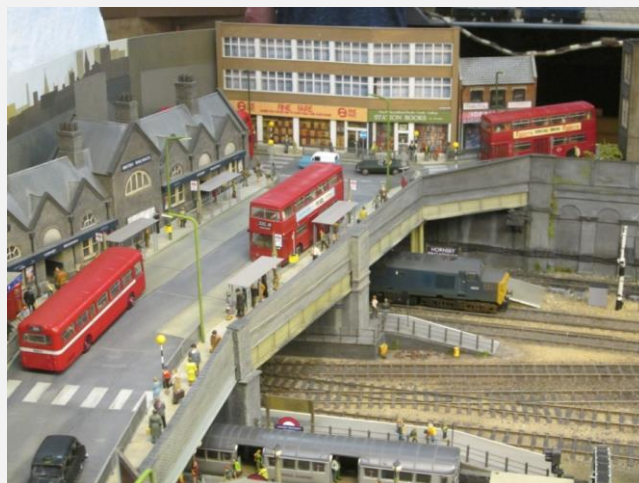
7 (WECOCK FARM – PORTSMOUTH) Diverted from London Road via Kingston Crescent, Mile End Road, Church Street Roundabout, Commercial Road, Cornmill Street, Lake Road and Commercial Road [North] to Marketway.

18 (SOUTHSEA – PAULSGROVE) Diverted from Fratton Bridge via Fratton Road, London Road, Lake Road, Cornmill Street, Commercial Road, Church Street Roundabout, Mile End Road, Rudmore Roundabout and Kingston Crescent to London Road.

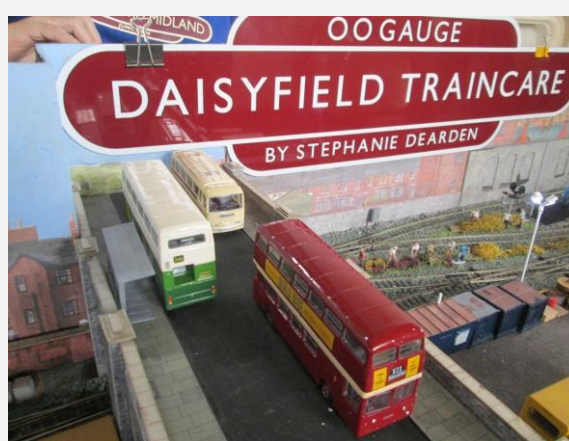
18 (PAULSGROVE – SOUTHSEA) Diverted from London Road via Kingston Crescent, Mile End Road, Church Street Roundabout, Commercial Road, Cornmill Street, Lake Road, London Road and Fratton Road to Fratton Bridge.

## "Buses & Model Railways Part 11" - by Adrian Willats.

My series reaches a dozen 'episodes' with a selection from "Railex" at Aylesbury (May 2018) and a new show held for the first time in Arundel on 16 June.



The layout "Hornsey Broadway", set in the 1970s, featured LT's DMS and Swift/Merlin types. The British Rail trains all moved, but the tube stock did not.







## CHICHESTER.

### GOODWOOD REVIVAL 2019.

The annual Goodwood Revival motor racing event for vintage sports cars took place at Goodwood Motor Circuit from Friday 13/9/19 to Sunday 15/9/19. Stagecoach (South) Limited operated the customary special service 900 linking Chichester Railway Station with Goodwood on all three days. At least the following buses were used on the Saturday.

Fleet No.	Registration	Allocation	Note
19063	404 DCD	Portsmouth	Cancer Research UK livery
19884	GX11 AKF	Chichester	South Downs Connections livery

These were supplemented at least by the following buses on loan from other Stagecoach companies.

### From South East London & Kent Bus Company Limited, Stephenson Street, Canning Town, Greater London, E16 4SA:

**10150** -3 Alexander Dennis Enviro400 H41/24D

Fleet No.	Registration	Chassis	Body	Date new	Note
10150	LX12 DHA	SFD1DTBRFCGX86850	C401/12	7/12	London red livery
10151	LX12 DHC	SFD1DTBRFCGX86851	C401/13	7/12	London red livery
10152	LX12 DHD	SFD1DTBRFCGX86866	C401/14	7/12	London red livery
10155	LX12 DHF	SFD1DTBRFCGX86868	C401/16	7/12	London red livery

All were latterly allocated to Bromley.

### From East London Bus & Coach Company Limited, Stephenson Street, Canning Town, Greater London, E16 4SA:

**17858** TransBus Trident 2 ALX400 H45/22D

Fleet No.	Registration	Chassis	Body	Date new	Note
17858	LX03 NFC	SFD33GBR53GX42813	2108/4	6/03	London red livery

17858 was latterly allocated to Barking. On Friday 13/9/19 and Thursday 19/9/19 it was used on Portsmouth service PC2.

Additionally, the following preserved buses were also used.

Original operator	Original fleet No.	Registration	Note
Brighton Hove & District Omnibus Company Limited	91	KPM 91E	Preserved in open top form in red and cream livery
Hants & Dorset Motor Services Limited	3413	BFX 666T	Preserved as Wilts & Dorset Bus Company Limited 4413
Salford City Transport	281	JRJ 281E	
Southdown Motor Services Limited	260	BUF 260C	

[Shaun Daniels][David Parker-Quaife]

36827 Painted in Stagecoach livery with pink branding except dash panel which was left blue) for service 39 (Waterlooville – Wecock Farm) by 10/9/19 when seen on service 39. [Kevin Kitcher]. The dash panel was painted pink but without lettering by 3/10/19.

[Adrian Willatts]

### Road Works in Copnor Road, Copnor, Portsmouth.

Copnor Road was closed to traffic for resurfacing from Copnor Bridge the crossroads with Burrfields Road and Stubbington Avenue between 2000 and 0600 from Monday 10/6/19 to Friday 5/7/19 (except weekends). Bus services were affected as follows.

21 (PORTSMOUTH – HAVANT) Diverted from Milton Road via Copnor Bridge, Tangier Road, Eastern Road and Burrfields Road to Copnor Road.

21 (HAVANT – PORTSMOUTH) Diverted from Copnor Road via Burrfields Road, Eastern Road, Tangier Road and Milton Road to Baffins Road.

[John Kirby]

### Fire in Kingston Road, Kingston, Portsmouth.

Fire broke out in the rear of 78-80 Kingston Road, Portsmouth, on the morning of Wednesday 24/7/19.

Kingston Road was closed to traffic between its junctions with Little Arthur Street and Toronto Road from 0825 to 1030. Bus services were affected as follows.

23 (SOUTHSEA – LEIGH PARK) Diverted from Commercial Road [North] via Commercial Road, Church Street Roundabout, Mile End Road, Rudmore Roundabout and Kingston Crescent to London Road.

23 (LEIGH PARK – SOUTHSEA) Diverted from London Road via Kingston Crescent, Mile End Road, Church Street Roundabout, Commercial Road, Cornmill Street, Lake Road and Commercial Road [North] to Marketway. [Shaun Daniels] [John Kirby]

August 2019 is the 25<sup>th</sup> anniversary of the opening of Winchester Park & Ride.

Winchester depot is inviting customers to nominate their favourite employee in the annual Stagecoach Star awards.



Hampshire Bus Leyland National TEL 489R. © Barry T.



## Allocations

### Chichester

Trident 18502; Volvo B7TL 16931 16932 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.

### Portsmouth

Trident 17740 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 34620 34633; 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.

### Winchester

Trident 18078 18118 18310 18512 18520 18521; Trident 2/Enviro 400 19079 19096 19099 19158 19159 19160 19161 19162 19163; ADL Enviro 400MMC 10889 10890 10891 10892 10893 10894; Dart SLF 34631; 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 18084.

### Disposal

Portsmouth 16527 16934 22850 22851 22852 22855 22857 22858 22862. Winchester 52617.

## 30 YEARS AGO (First published in news sheet No.4 Jul/Aug 1978)

Much rebodding of pre-war and war-time stock was proceeding apace. Readings rebuilt H&D's FRU 9 - a Guy Arab I with Strachan body, while nearby Portsmouth Aviation did the same for JT 9360 - a Bristol K5G with Brush bodywork.

A former H&D vehicle was having a change of owner. Clock Tower Coaches (Vic Collins) of Warsash, sold a 1932 Albion C20R - it was still in use as a snack bar in Devon in 1963. The vehicle had an interesting history, being new to Coliseum (Jackson) of Southampton, it went to Tourist in 1934, and to H&D in 1935. Godfrey of Woolston had it in 1939, and used it until Collins acquired it in the immediate post-war period.

Not really in our area, but worthy of local note, was the withdrawal by Bernard Groves, of Cowes, I.o.W., of a 1926 Lancia Pentaiota. This still left one other on the Island - Fountain Coaches had a 1925 model until 1952.

Back home again, Provy withdrew 20 - a 1932 ex. COMS Regent - parts of which were used in the reconstructed 68/9 Reading bodied coaches of 1955/6. In those far off days it was obviously a case of waste not, want not! Roger J Watts



Top Marks, Four Marks, Hants BX64 BTX Volvo/Jonckheere and Luckett's, Fareham YN12 BVS Irizar i6 photographed in Southampton. © David Etheridge.



Sung to 'It's the rich what gets the pleasure.....it was written in the 60s

Oh Bristol buses we love you dearly,  
In your British racing green,  
Thundering through our glorious city,  
Seldom heard and never seen.

Your conductors they are so helpful,  
They sling your change all over the floor,  
While the driver roughs with laughter,  
As he traps you in the folding doors.

If you want the bus to Southmeads,  
And you wonder why it's running late,  
It's cos the crew of the 7.20,  
Is riding shotgun on the ten past eight.

If you miss the bus you're after,  
Take this simple tip from me,  
Buy the company's time-table,  
And miss the rest officially.

As the wind howls up the High Street,  
I face a sign upon the wall,  
It says they're running every 20 minutes,  
And that's the biggest ruddy joke of all



At around 9.45am Wheelers double decker crashed into the bridge on Charlton Road, Andover taking the roof clean off.

A witness said there was glass and other debris strewn across the ground, but the driver continued to drive on regardless.



An Eastern Counties coach at last April's LBM Spring Gathering - which we still call "Cobham"!