



Newsletter No. 252

December 2021



The Ford Model T at FoKAB running day. © Chris Drew.



Well, here we are - December again, AD 2021 or should that be NN 0001 (new normal year 1), and the year is almost done and dusted. What does bus travel look like in “new normal times”? Not much different from the old normal: face masks have disappeared faster than a politician’s promise, coughing and spluttering on the top deck without a hand in sight continues, and hand sanitisers are rarer than hens’ teeth.

Operators are suffering but who could have predicted twelve months ago that there would be a major driver shortage rather than a shortage of passengers and that reduced service levels would once again become the norm? Any chance of achieving ‘busing back better’ seems a long way off, however that hasn’t stopped local politicians having fanciful ideas to grab some of the central government funding that is currently on offer for improved infrastructure.

As you will read in the ‘Fleet News’ pages, Hampshire County Council and Portsmouth City Council are both trumpeting a new era in modal shift: buses, bikes and feet are in and cars are out. Multi-operator ticketing appears to be in vogue, with a new county-wide ‘Solent Go’ style ticket. Rather than expanding an existing scheme, the politicians intend to reinvent the wheel. In the same week, Southampton City Council agreed plans to redevelop part of the city centre to include 170 additional parking spaces. Does this all sound familiar?

One of the problems with any scheme involving local politicians is the lack of churn in the elected members, and, as a consequence, members remain in post for years, some even decades. Very few have any long-term interest in public transport and fail to understand the demands of the travelling public. It would be interesting to seek a freedom of information request into the amount of expenses claimed by local councillors for using public transport to attend official business - I think we all know the answer.

Despite the amount of ‘Cop’ coming out of Glasgow in recent weeks, expenditure on new environmentally friendly vehicles seems low on the local agenda. Air quality in all of our local large conurbations is considered an ‘issue’ but there is little evidence of any real desire to work with operators to address the situation. Mind you, central government is little better, seemingly focused only on rail. Just look across the Solent, as Roger French in his excellent ‘Bus and Train User’ blog recently highlighted, £26m was spent on upgrading the Island Line and still it fails to fully comply with current disability access standards. The cost of the upgrade will never be recouped in the lifetime of the project. If the £26m had been put towards the bus grant for purchasing environmentally friendly vehicles, Go Ahead could have replaced the majority of the Southern Vectis fleet, benefitting all of the island rather than a few on its eastern end.

One noticeable point in these local announcements is the lukewarm reception given by local managers from the major groups: perhaps this is quite telling. We will need to wait and see how the plans play out. Will AD 2022, or should that be NN0002 bring great change? Crystal ball anybody?

Finally, may I take this opportunity to thank you all for continuing to support the Solent Omnibus Club and this news sheet. I would like to wish you all a very Merry Christmas and look forward to seeing you again in the new year.



Fleet & operator news wanted, email, letter, telephone. Keep me informed to keep members informed.

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

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Club News

Back to Portchester.

Portchester has been booked for a meeting on Friday 3rd December 8pm to 10pm. We will be using the West Wing Room to the right of the main entrance.

Entry will be direct from the outside, please wear face coverings when in the room unless exempt and we will be practising social distancing but feel free to form your own bubbles.

Face coverings are required if you go into the main building to use the toilets.

Time will be allowed to meet up with old friends, tea and coffee will be served (face masks removed to consume please - it creates less mess).

David Etheridge will give a presentation 'The slide years 1979 to 2010'.

Final request, please do not attend if you have any Covid-19 symptoms or have had a positive lateral flow test and are awaiting a PCR test.

2022 Photographic competition.

Time to get your entries in. The rules return to normal, members may enter one photograph of a PCV taken between 1st January 2021 and 31st December 2021.

Your entry by post or email (jpeg) should reach me by **Sunday 9th January 2022**. Voting will take place at the AGM, unless cancelled, when the voting will take place online.



Stagecoach (Farlington) have repainted 15989 into a commemorative "Poppy" livery, and re-registered it 407 DCD. On the right one of the ex-Portsmouth E400s that are now in service in Liverpool (15593 - GX10 HBB).
Matt Forbes.

Request for information.

Chris Drew via his wife has received a request from a local resident interested in photographs of buses in the Catisfield area. If any member can assist, send the photographs to me or directly to Chris, his email address appears on the circulation list.

Correspondence

With regard to Chris Drew's request for information about Ultra Staff buses. I drove one for about 2 years. I passed my photos to the late Bob Gray. Sue Gray may still have them, I would be happy for Chris to view or copy, them with Sue's agreement. In with the photos are shots of the Ultra fleet at Marwell Zoo in about 1982 on the occasion of a Scout Jamboree. Supplied free of charge as no other local coaches were available and vehicles being Class 5.

I drove RAA179G Bedford VAL 70 / Plaxton C52F; PPA77E Bedford VAM 5 Plaxton; WKG 285 AEC Reliance Willowbrook ex Western Welsh; PFN ? AEC Regent V Park Royal ex East Kent in dark blue/white and red livery; plus 1 or 2 Ford R series Duple sadly reg nos escape me; RCH ? f/g ex Trent Daimler Fleetline Alexander still all red and an ex Nottingham Fleetline. Before I left Ultra, I changed over to ex Maidstone & District Leyland Leopard /Duple Commander III NKL --- F. (Chris Elkin may also have some information as Priory Coaches supplied some vehicles).

Hope this helps.

John Williams



Image 5. TIL 6047 (J 223 KTT)

For about ten years, way back in the 1990s, I had the utmost pleasure in working as a part time driver for Brian Botley and Nigel Wheeler. It was mostly weekend work with the occasional times in the summer when I would take a week of leave from my full time work to pursue what was almost a paid hobby.

Or as my work colleagues would say “gone out to play “.

Considering I had no previous experience as a professional driver, I was fortunate enough to be introduced to Brian by the late Malcolm Ricketts, who knew each other back in their days at Easson’s. So I am ever grateful to them both.

To give a bit of a background to all this, the work I was given would vary from private parties, weddings, tour feeders, theatre trips and many of the usual reasons that one would hire a vehicle for a Saturday evening. This would often include transporting that renowned Isle of Wight football team East Cowes Vics from any of the ferry terminals onward to their away games, this could be an entire subject on its own as they certainly liked to party after a match, to the extent it was touch and go whether they caught the last passenger service back to the Island. All my allocated work was thankfully local, as I was always confident that I knew my way around Hampshire. Now, during my time there, a number of franchised stage carriage routes from Solent Blue Line began to appear.

The first and by far the best was the service 25 or The Hedge End Hoppa. This was a dream to undertake, as the Saturday service ran from 0835 until 13.05. It was basically a figure of

eight around Hedge End with each journey going the opposite way around taking in the railway station, the village centre, the super stores and all the residential areas in between. To say it was enjoyable would be an understatement and I was always glad to be offered this duty on a Saturday. The customers were mostly elderly, very good natured and chatty, in fact calling me by my Christian name and wanting to know all about me. You could easily predict the journey each would choose even to the extent that you would wonder if they were o/k if they failed to appear. This was a hail and ride service, so it made sense to know your customer base in terms of where and when they got on and how prominent they would make themselves. Even so I could still manage to stop, open the doors and then find out the potential passenger was only waiting at the kerb to cross the road! There were all sorts of interesting people that used this service and conversations were easy going, but I do recall how they were surprisingly rather vocal at inconsiderate on street parking in some of the roads to the south of the village. It was a time when a few locals strongly objected to the new bus routes passing their door and would park awkwardly on the street. I won’t take sides, but this practice did make life tricky on some journeys.

I also got to know the man who managed Hedge End railway station and on a Saturday, whoever was driving that day, would buy him a paper and drop it off on the first trip. He too was another one of the pleasant characters that you stumble across in life.

Now, it would be wrong not to mention the gentleman with an alcohol issue, who would reek of it at mid-morning and travel to the shops for a top up of supplies, oddly enough avoidance tactics would be the order of the day by the other passengers and he would often be the only one for that part of the journey. I recall he was harmless and would chatter away incessantly throughout the journey and then almost fall out the bus only to be seen about an hour later with a shopping bag clinking loudly ready for his return trip home.

If you did the route mid-week then every Wednesday at lunch time a regular passenger would kindly hand the driver a bag of chips and say “eat then up before they go cold “, now chips eaten with fingers that had been handling coins all morning had an unique taste, but it was very considerate of him and soon the taste of vinegar overpowered the taste of copper.

If I did this route during a weekday, I always had to pay more attention in the late afternoon as each journey tended to merge as regards the timings and the direction and it was easy for me to loose track of which way round the figure of eight I had to go and if I were that late I would find people waiting on the opposite side of the road, expecting me to be arriving from the other direction. So, on the rare occasion, or two, that I was hopelessly late a service would mysteriously disappear, which did in fact help the passengers as they then thought I was bang on time and not utterly late and they would be able to board the bus at the correct allotted time, this also meant I would finish on time or thereabouts.



Image 1: UYV 412 (D 531 MJA)

The vehicles for this route ranged from a Freight Rover 400 which hated the slightest of inclines, Iveco 49-10s, (image 1 – UYV 412) M/Benz 709s that were ex Plymouth and a number of Autobus bodied 814s. (Image 2 – R 83 EDW) The latter at 33 seats were far in excess of the passenger numbers, as they hardly reached double figures at any one time, plus they were just manageable to weave between the parked cars on many of the narrow estate roads. Probably the most suited vehicle for this route was R 981 PKX, an Iveco 59-12 with Marshall bodywork. (image 3)

The ticket machines were something else, second hand Wayfarer 2. (I think)

You had to change the fare stage and punch in the amount that was required, in those days it was normally a pensioner half or maybe even a return. I remember running an entire lap on the same fare stage, but nobody appeared to mind. The clever bit was keeping the metal cassette in the ticket machine, for one particular device when confronted with an uneven road surface would shake so much the door would fly open and out would pop the cassette which meant reprogramming the wretched thing all over again. A problem later solved by the use of half a dozen elastic bands wrapped around the machine, it did not look too elegant but it worked.



Image 2: R 83 EDW

This was a high spot for me and would have gladly taken this duty every time the regular driver had a Saturday off. This route has long since gone, but it served a useful purpose for the elderly and non-car owners of Hedge End.

The next franchised job to come along was a complete shift on a Sunday from about 16:00 to just gone midnight, a job I had every third Sunday. This was very different to the Hoppa service and on occasions some of the passengers were not quite as amicable, but that sadly has to be expected.

It started with a trip from Eastleigh bus station to Stoke Common on the 41, a typical Sunday subsidised route with hardly any customers. At the outer most part of this short hop the route took a loop around some residential streets without a bus stop to be seen. On one day a lady flagged me down to inform me I was going the wrong way round, but there was no need to worry as I cannot recall anyone ever getting on or waving frantically from the other side of the road. From here it was back to the bus station ready to depart on the 129 to Hamble, via West End, Hedge End, Lowford and Netley. During the summer months EBC/HCC had agreed that the journey would divert to include the Itchen Valley Country Park off Allington Lane and all the way to the Upper Hamble Country Park which included goodness knows how many speed bumps along a winding single track park road.....and when you got there it was all for nothing and back you went to join the main road. It was a noble idea to make these parks more accessible in the summer holidays but the extension to the route was a wasted effort as it very seldom attracted a passenger. I do

not remember the timings being extended for these sections either. Also you would arrive at Itchen Valley and often find the warden had forgotten to unlock the gate to the turning circle! On one occasion, whilst I was turning around at the park a West End to Eastleigh passenger asked me if I had made a mistake and taken the wrong route.....” no just following a summer requirement “ I replied through gritted teeth.

After this trip it was time for a break, which was spent at home with a cup of tea, not allowing myself to get too comfortable. On one afternoon I answered a knock on the door and a stranger stood there asking what time my bus left for town?



Image 3: R981 PKX

The next bit of the pattern was the most varied in respect of passengers. It was into town for a start from Castle Way on the route 26B to Swanmore, the beginning of three such journeys via Bitterne, Hedge End, Botley, Bishops Waltham and Waltham Chase. (image 4 – S 35 KRV) It is strange as to what patterns appear, as there was always time for a chat to the same Wilts & Dorset driver who was waiting to depart to Salisbury. I must again say that the first two and a half runs were very quite, almost lonely, apart from an old bloke who regularly got on at Bishops Waltham Square to travel home to Swanmore. He would have spent his evening drinking in The Legion or a local pub and was an habitual draw prize winner often being accompanied by lumps of meat/bottles of spirit or even chocolates. He was a talkative person and you looked forward to someone to converse with at this point of the shift. He was immensely proud of his front garden hedge which he cut with a razor sharp bill hook, a story he told me every time I dropped him off at his gate.....a nice old chap (thinks, I am now about the same age he was then).

Then followed another lonely trip back into town ready for the 23:05 depart from Castle Way. This was the one to dread. You would leave the stand empty and two stops further on was Civic Centre Road and as you turned the corner there were your passengers, in a large huddle all wanting to get home after a night out. Now, there are many different kinds of drunk the hapless ones can be quite funny, but the confident young ones tend not to be so. Like the

inebriated teenagers demanding a half fare to Hedge End.....or the man telling me this is Bert he gets off in Bitterne Road and then disappearing leaving me with a man who can hardly walk straight. We would then set off like a pub outing from an Ealing comedy film and one by one they would all depart, such that after Hedge End I would be on my own again. The final leg of the journey took you to Swanmore at just after midnight, then still empty back to the depot at Bishops Waltham. I have heard tale that one driver, on the last run, descended the hill to Bishops Waltham and decided to turn left and go straight to the depot thus omitting the Square and Waltham Chase bit. Unfortunately, on this occasion an inspector was waiting in the Square for a bus that never arrived.....not a good time for those concerned.

Another easy job was the X2 from Southampton to Ringwood on a Sunday night, this was a short working and required one round trip. It would leave Bargate Street at about 20:00, you probably guessed by now that it would be empty, pick up at the railway station, maybe 2 or even 3, then on to Ringwood via Totton, Netley Marsh, Cadnam and Poulner. It would be strange to still have a passenger after Totton and certainly no one else got on between there and Ringwood. Once at Ringwood a wait of about 20 minutes passed before you set off back to Southampton. The wait at The Furlong was brightened up by the arrival of the odd National Express coach and often a Solent Coach dropping off holiday makers. The return journey was equally as quite with only the one or two passengers getting on along Millbrook Road and heading for town. This did not last too long as I suppose Blue Line found a cheaper way of covering it.



Image 4: S35 KRV

In fact on one evening I arrived in Bargate Street only to find another X2 ready to depart with a Blue Line manager at the wheel. Having decided the route definitely did not require a duplicate it was back to the depot for me.

With part time work you could go for ages without seeing other people from the company. Saturday mornings were o/k as the office was open and the yard was full of drivers busying themselves for their day ahead. These were always a

good time to catch up on things, such as what new vehicles had been acquired and general gossip if I am honest. Now, the Sunday services were the other extreme, like working in isolation, with no body at the yard when you arrived and the same at the end of the shift, apart from the occasional screeching owl, to jangle the nerves whilst locking up. These were never the sort of jobs were you could turn up with minutes to spare, grab your bus and go. For one thing you had to extract the chosen vehicle, Brian would always say it will be left near the gate. This may have been the case on the Saturday but come Sunday it was either moved or blocked in or worse low on fuel. Accessing the fuel pump was an art form and certainly no fun in the dark. The hose was not self-winding and spent most of its time laid on the gravel and just when you thought it would reach you found that someone had parked a coach wheel in the middle of a loop. Did I mention the hose was covered in a mixture of all sorts and try as you might it would come into contact with your clothes at some point. Though to be fare Brian did pay you either side of the shift to allow for these minor tribulations.

Later in my time with Brijan there came the franchised Eastleigh to Bishops Waltham service 59 that required more than one bus so that you could wave at somebody coming the other direction. (image 5 – TIL 6047) These were busy all the time and I found the running times a bit tight and altogether hard work compared to what I was used to with

the earlier routes. The ticket machines were upgraded to Wayfarer 3 (I think) to comply with Blue Line machines and with these you scrolled through the fare stages and it told you confidently the exact fare, until someone said “ How much ? “. I was also asked for strange things like a day rider ticket; all in all it was a step into the more realistic world of a full time driver with a big company and the constant pressure that went with it.

I well remember one day arriving at the yard anticipating a quiet morning driving around Hedge End only to be sent to Barton Park to work on the Southampton Boat Show park and ride service for Solent Blue Line. This resulted in an unexpected but enjoyable day driving an ex Hampshire Bus Leyland Olympian with even standing loads on some journeys, a complete contrast to what I had in mind when I left home. There were no fares to worry about and no time table it was just keep running until your break. There must have been twenty buses on this network and all nicely spaced. The Olympian was pleasant enough to drive and altogether a fun experience, such that I was back on it the following Saturday.

Here ends the ramblings of an enthusiastic amateur.

PS.and the strangest thing of all is that the Blueline jumper I was supplied with back then must have shrunk in the numerous washes or the fibres got tighter with age, as the older I became the less comfortable was the fit!



Provincial No 57

Gosport & Fareham O.C. No. 57 EHO 869, a wartime 1943 Guy Arab II chassis fitted with Gardner 5LW engine. The original utility body was replaced with this Reading coachworks body in 1953, which had several interesting features including a detachable top, platform doors, coach seats and provision for the longer 6LW engine. We don't believe she ever ran as open top but in time, the seats were replaced with bus seats and the platform doors were removed.

She was taken out of service in 1970 and was sold for preservation but ended up in a Kent yard in poor condition. Rescued just before being scrapped, she passed to the Provincial Society who completed her restoration back to health. In this photo, we see her posed in Clayhall Road, Gosport.

Terry Lawson

Keith Morton said,

I have actually driven this one. One day, a long time ago, our late Bob Gray took her to Amberley for a rally of some sort and, I was privileged to be able drive her back to Hoeford; what fun with that Chinese gearbox! Also leaving Amberley, I had to remember to go the long way round, so as to avoid the low railway bridge near Amberley.

Four days on the road-the 2021 Royal Blue Run. Chris Drew

FOUR DAYS ON THE ROAD-THE 2021 ROYAL BLUE RUN. CHRIS DREW



Day 1:-Harlow - Chelmsford - Southend - Basildon - Grays - Dartford - Oxted - Redhill - Reigate - Dorking - Guildford - Farnham - Basingstoke - Winchester - Eastleigh - Southampton.

It was throwing it down and I wasn't going north of the Thames for anyone so I headed for Harley's Snack Bar on the A25. I later found out that because of the weather plus a car sitting on its roof on the A221, many drivers had decided to use the M25 and so passed within a mile of where I was waiting but totally out of sight. In the end about half a dozen coaches passed me including United Counties 278, a Bristol RELH with bus shell bodywork. I cut my losses and headed along the A25 on the off chance I would meet something. I did, Bristol LS 1286 driven by no lesser person than James Freeman. This shot was taken at Abinger Hammer and shows the luggage area to good effect. Some of the fleet was stabled at Bursledon Brickworks overnight with a shuttle service collecting the drivers from where they were sleeping as shown by MW 2267.



Day 2:- Bursledon Brickworks - Southampton - Lyndhurst - Christchurch - Bournemouth - Poole - Wareham - Wool - Weymouth - Dorchester - Bridport - Axminster - Honiton - Exeter - Chudleigh - Ashburton - Buckfastleigh - South Brent - Ivybridge - Plymouth.

The plan was to get to brickworks by 8.00am to see them off and Wilts & Dorset Bristol EMW284 proved I did that. Then, while they explored the pleasures of south Hampshire etc., I was going to be heading for a layby just outside Osmington on the A353. On 'Streetview' it was perfect. When I got there it was full of farm machinery with nowhere to stop so I ended up in Weymouth where the sea-wall made a reasonable second choice. The one and only modern vehicle in the run was White Bus ADL Enviro 200MMC seen at Weymouth. After seeing them all pass, a quick exit was made to get to the next photo-spot on a downhill stretch of the A35 just before Bridport. This is tricky in poor light as they come down the hill at quite a lick. Sample from the shots taken in Plaxton bodied Leopard FDV803V showing its National credentials.



Day 3:- Plymouth - Liskeard - Lostwithiel - St Austell - Truro - Newquay - Wadebridge - Launceston - Holsworthy - Bideford - Barnstable.

I had to be in Saltash by 8.30am to catch the first coaches coming over half an hour later. The route was through Saltash itself but as is the way of these things, some drivers took the by-pass. 1250, Colin Billington's Bristol LL was caught doing just that. As you can see from the list, they headed west but I was going to cut the corner and meet them at Instow beach. Instow is somewhere I've never been before so it seemed a good idea to get there early enough to rekey the joint. As it happened only two coaches decided to brave the ridiculous parking on the sea-front, MOD973 and this one 2270 (253KTA) with the driver deploying a minder in the doorway to make sure all passed safely. The overnight stop was at the Premier Inn (other hotels are available).

Day 4:- Barnstable - South Molton - Wivelscombe - Taunton - Street - Glastonbury - Shepton Mallet - Frome - Trowbridge - Melksham - Chippemham - Malmesbury - Tetbury - Nailsworth - Stroud.

I had an early start to get far enough ahead of the fleet and set up camp at a place called Oaktree Fisheries. The fleet duly obliged and made an entrance at the expected time. One of them was Western National Bristol SU coach 1224 which as a group are celebrating their 60th birthday (+1) this year. The fleet was going to call into Taunton for lunch which was my chance to get to the last location which was near Melksham as they come under the Kennet & Avon canal. This Crosville Bristol RELH is seen doing just that. I turned for home after this location as I was losing the will to live. But why, I hear you mutter, why was this happening? Firstly, it's the 140th(+1) anniversary of the formation of Royal Blue and 100(+1) years since the National Omnibus & Transport Company (NOTC) was founded in 1920, the (+1) is because this was all supposed to have happened last year but didn't.....I forget why now!



Bluestar Fleet list (November 2021)						
Fleet No.	Registration	Chassis	Body	Seating	Depot	Notes
267	HF69 CMV	ADL Enviro200 MMC	AD	B38F	Eastleigh	
268	HF69 CMX	ADL Enviro200 MMC	AD	B38F	Eastleigh	
269	HF69 CMY	ADL Enviro200 MMC	AD	B38F	Eastleigh	
270	HF69 CMZ	ADL Enviro200 MMC	AD	B38F	Eastleigh	Breathe branding.
271	HF69 CNA	ADL Enviro200 MMC	AD	B38F	Eastleigh	
272	HF69 CNC	ADL Enviro200 MMC	AD	B38F	Eastleigh	
273	HF69 CNE	ADL Enviro200 MMC	AD	B38F	Eastleigh	
274	HF69 CNJ	ADL Enviro200 MMC	AD	B38F	Eastleigh	
1001	YN54 AFK	Scania N94UD OmniDekka	East Lancs	H51/39F	Eastleigh	Ex Reading
1002	YN54 AFX	Scania N94UD OmniDekka	East Lancs	H51/39F	Eastleigh	Ex Reading
1003	YN56 FFE	Scania N94UD OmniDekka	East Lancs	H51/37F	Eastleigh	Ex Brighton & Hove
1004	YN56 FFK	Scania N94UD OmniDekka	East Lancs	H51/37F	Eastleigh	Ex Brighton & Hove
1005	YN56 FFM	Scania N94UD OmniDekka	East Lancs	H51/37F	Eastleigh	Ex Brighton & Hove
1006	YN56 FFO	Scania N94UD OmniDekka	East Lancs	H51/37F	Eastleigh	Ex Brighton & Hove
1008	YN56 FFR	Scania N94UD OmniDekka	East Lancs	H51/37F	Eastleigh	Ex Brighton & Hove
1112	HW58 ASZ	Scania N270UD OmniCity	Scania	H45/31F	Eastleigh	Ex Southern Vectis. VOR 5/11
1113	HW58 ATF	Scania N270UD OmniCity	Scania	H45/31F	Eastleigh	Ex Southern Vectis
1114	HW58 ATK	Scania N270UD OmniCity	Scania	H45/31F	Totton	Ex Southern Vectis. VOR 9/11
1115	HW58 ATN	Scania N270UD OmniCity	Scania	H45/31F	Eastleigh	Ex Southern Vectis
1116	HW58 ATO	Scania N270UD OmniCity	Scania	H45/31F	Eastleigh	Ex Southern Vectis. VOR 5/11
1125	HF58 GZP	Scania N230UD OmniCity	Scania	H45/31F	Eastleigh	Ex Southern Vectis
1126	HF58 KCA	Scania N230UD OmniCity	Scania	H45/31F	Eastleigh	Ex Southern Vectis. VOR 3/11
1127	HF58 KCC	Scania N230UD OmniCity	Scania	H45/31F	Eastleigh	Ex Southern Vectis
1129	HF58 KCG	Scania N230UD OmniCity	Scania	H45/31F	Eastleigh	Ex Southern Vectis
1233	HF68 DXX	ADL Enviro400 City	AD	H43/25D	Eastleigh	QuayConnect livery.
1234	HF68 DXY	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1235	HF68 DXZ	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1236	HF68 DYA	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1237	HF68 DYB	ADL Enviro400 City	AD	H43/25D	Eastleigh	18 branding. Name John Chadwick.
1238	HF68 DYC	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1239	HF68 DYD	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1240	HF68 DYG	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1241	HF68 DYH	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1242	HF68 DYJ	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1243	HF68 DXL	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1244	HF68 DXM	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1245	HF68 DXO	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1246	HF68 DXP	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1247	HF68 DXR	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1248	HF68 DXS	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1249	HF68 DXT	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1250	HF68 DXU	ADL Enviro400 City	AD	H43/25D	Eastleigh	Route 18 branding.
1251	HF68 DXV	ADL Enviro400 City	AD	H43/25D	Eastleigh	
1252	HF68 DXW	ADL Enviro400 City	AD	H43/25D	Eastleigh	
1527	HJ63 JHV	ADL Enviro400	AD	H47/32F	Totton	
1528	HJ63 JHX	ADL Enviro400	AD	H47/32F	Eastleigh	
1529	HJ63 JHY	ADL Enviro400	AD	H47/32F	Totton	
1530	HJ63 JHZ	ADL Enviro400	AD	H47/32F	Lymington	
1531	HJ63 JJE	ADL Enviro400	AD	H47/32F	Lymington	VOR 5/11
1532	HJ63 JJF	ADL Enviro400	AD	H47/32F	Lymington	
1533	HJ63 JJK	ADL Enviro400	AD	H47/32F	Lymington	
1534	HJ63 JJJ	ADL Enviro400	AD	H47/32F	Lymington	
1548	HJ63 JKX	ADL Enviro400	AD	H47/32F	Totton	VOR 27/10
1549	HJ63 JKY	ADL Enviro400	AD	H47/32F	Totton	
1550	HJ63 JKZ	ADL Enviro400	AD	H47/32F	Totton	
1551	HJ63 JLO	ADL Enviro400	AD	H47/32F	Totton	
1552	HJ63 JLU	ADL Enviro400	AD	H47/32F	Totton	
1553	HJ63 JLV	ADL Enviro400	AD	H47/32F	Totton	
1554	HJ63 JLX	ADL Enviro400	AD	H47/32F	Totton	
1555	HJ63 JMO	ADL Enviro400	AD	H47/32F	Totton	
1556	HJ63 JMU	ADL Enviro400	AD	H47/32F	Totton	
1557	HJ63 JMV	ADL Enviro400	AD	H47/32F	Totton	
1558	HJ63 JMX	ADL Enviro400	AD	H47/32F	Totton	
1559	HJ63 JNF	ADL Enviro400	AD	H47/32F	Totton	
1560	HJ63 JNK	ADL Enviro400	AD	H47/32F	Totton	
1561	HJ63 JNL	ADL Enviro400	AD	H47/32F	Totton	
1562	HJ63 JNN	ADL Enviro400	AD	H47/32F	Totton	

Fleet No.	Registration	Chassis	Body	Seating	Depot	Notes
1563	HJ63 JNO	ADL Enviro400	AD	H47/32F	Totton	
1564	HJ63 JNU	ADL Enviro400	AD	H47/32F	Totton	
1565	HJ63 JNV	ADL Enviro400	AD	H47/32F	Eastleigh	
1566	HJ63 JNX	ADL Enviro400	AD	H47/32F	Totton	
1567	HJ63 JNZ	ADL Enviro400	AD	H47/32F	Eastleigh	
1568	HJ63 JOA	ADL Enviro400	AD	H47/32F	Eastleigh	
1569	HJ63 JOH	ADL Enviro400	AD	H47/32F	Eastleigh	
1570	HJ63 JOU	ADL Enviro400	AD	H47/32F	Eastleigh	
1601	HF64 BOV	ADL Enviro400	AD	H47/32F	Eastleigh	
1602	HF64 BPE	ADL Enviro400	AD	H47/32F	Eastleigh	
1603	HF64 BPK	ADL Enviro400	AD	H47/32F	Eastleigh	
1604	HF64 BPO	ADL Enviro400	AD	H47/32F	Totton	
1605	HF65 AXY	ADL Enviro400	AD	H47/32F	Totton	
1606	HF65 AXZ	ADL Enviro400	AD	H47/32F	Totton	
1638	HF66 CFJ	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	Route 1 branding.
1639	HF66 CFK	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	Route 1 branding.
1640	HF66 CFL	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	Route 1 branding.
1641	HF66 CFM	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	Route 1 branding.
1642	HF66 CFN	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	Route 1 branding.
1643	HF66 CFO	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	Route 1 branding.
1644	HF66 CFP	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	Route 1 branding.
1645	HF66 CFU	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	Route 1 branding.
1646	HF66 CFV	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	
1647	HF66 CFX	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	
1678	HF69 CRK	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	
1679	HF69 CRU	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	
1683	HF20 CFM	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	
1684	HF20 CFN	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	
1685	HF20 CFO	ADL Enviro400 MMC	AD	H39/32F	Eastleigh	
1828	HF05 GGO	Volvo B7TL	East Lancs	CO49/29F	Eastleigh	New Forest Tour livery
1829	HF05 GGP	Volvo B7TL	East Lancs	CO49/29F	Totton	New Forest Tour livery
1942	Y742 TGH	Volvo B7TL	Plaxton President	H41/23D		Ex London Central
2287	HJ63 JOV	Volvo B7RLE	Wright Eclipse 2	B40D	Eastleigh	VOR 27/9
2288	HJ63 JPF	Volvo B7RLE	Wright Eclipse 2	B40D	Eastleigh	VOR 27/9
2289	BN64 CNO	Volvo B7RLE	Wright Eclipse 2	B40D	Eastleigh	
2290	BN64 CNU	Volvo B7RLE	Wright Eclipse 2	B40D	Eastleigh	
2291	BN64 CNV	Volvo B7RLE	Wright Eclipse 2	B40D	Eastleigh	VOR 9/11
2292	HF64 BSU	Volvo B7RLE	Wright Eclipse 2	B40D	Eastleigh	
2718	HF64 BPU	ADL Enviro200	AD	B39F	Totton	
2720	HF64 BPX	ADL Enviro200	AD	B39F	Totton	
2739	HF65 CXM	ADL Enviro200 MMC	AD	B43F	Eastleigh	
2740	HF65 CXN	ADL Enviro200 MMC	AD	B43F	Eastleigh	
2741	HF65 CXO	ADL Enviro200 MMC	AD	B43F	Eastleigh	
2742	HF65 CXP	ADL Enviro200 MMC	AD	B43F	Eastleigh	
2743	HF65 CXT	ADL Enviro200 MMC	AD	B43F	Eastleigh	
2744	HF65 CXU	ADL Enviro200 MMC	AD	B43F	Eastleigh	
2745	HF65 CXV	ADL Enviro200 MMC	AD	B43F	Totton	
2746	HF65 CXW	ADL Enviro200 MMC	AD	B43F	Totton	VOR 9/11
2747	HF65 CXX	ADL Enviro200 MMC	AD	B43F	Totton	VOR 30/10
2748	HF65 CXY	ADL Enviro200 MMC	AD	B43F	Totton	VOR 31/10
2749	HF65 CXZ	ADL Enviro200 MMC	AD	B43F	Totton	VOR 2/11
2750	HF65 CYA	ADL Enviro200 MMC	AD	B43F	Totton	
2752	HF66 DPU	ADL Enviro200 MMC	AD	B43F	Totton	
2753	HF66 DPV	ADL Enviro200 MMC	AD	B43F	Totton	
2754	HF66 DPX	ADL Enviro200 MMC	AD	B43F	Totton	
2755	HF66 DPY	ADL Enviro200 MMC	AD	B43F	Totton	
2756	HF66 DPZ	ADL Enviro200 MMC	AD	B43F	Eastleigh	
2757	HF66 DRO	ADL Enviro200 MMC	AD	B43F	Totton	
2758	HF66 DRV	ADL Enviro200 MMC	AD	B43F	Totton	
2759	HF66 DOU	ADL Enviro200 MMC	AD	B43F	Totton	
2760	HF66 DPE	ADL Enviro200 MMC	AD	B43F	Totton	
2761	HF66 DPK	ADL Enviro200 MMC	AD	B43F	Totton	
2762	HF66 DPN	ADL Enviro200 MMC	AD	B43F	Totton	
2763	HF66 DPO	ADL Enviro200 MMC	AD	B43F	Totton	



OPERATOR NEWS

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

2 START LTD



After many weeks parked at Curdrige GN07 FDF is now for sale £6,500.

BAILEY'S BUSES (PORTSMOUTH) LIMITED

PH1009401 SN Increase at existing operating centre:
WALTON ROAD NORTH, FARLINGTON,
PORTSMOUTH, PO6 1UJ 10 vehicles.

COACH EVENT SERVICES (Hedge End)

Registration of new services granted under short notice.
PH2041919/2 From Southampton Central Railway Station
(South side) to Chapel Road for Southampton FC, SF1.
Effective from 04 August 2021 (MATCHDAYS ONLY).
PH2041919/3 From Southampton Town Quay to Chapel
Road to Chapel Road for Southampton FC, SF2. . Effective
from 04 August 2021 (MATCHDAYS ONLY).

FIRST BUS

PH0007007 Transport Manager CAROL SIM.



First and Hampshire County Council have put in a bid for Government funding towards 34 zero emission buses (electric) for Hoeford depot and have got through the first stage of the application process. David Etheridge.

GARD (Southampton)

Registration of New Service. PH1146678/7

From: Ringwood, Meeting House Lane to Southampton, Pound Tree Road via Cadnam and Totton. Service No. 5. Effective from 25 October 2021, Monday to Friday 4 return journeys.

PH1146678. Increase at existing operating centre, Lower Kingston Farm, Ringwood. New authorisation at this operating centre 2 vehicles

GWC (Southampton)

PH1138019 Licences Revoked Without a Public Inquiry.

HAMPSHIRE COUNTY COUNCIL

BUS tickets in Hampshire could soon be used to travel on any bus you like. Currently, if a passenger purchases a ticket with a specific bus company, that ticket is only valid for those buses – even if others travel on a similar route. But Hampshire County Council is proposing to introduce multi-operator bus tickets, which could allow people to seamlessly travel between First, Stagecoach and Bluestar services, among others. The plans were put forward as part of the

council's Bus Service Improvement Plan, which was approved by Cllr Rob Humby, executive lead member for economy, transport and environment.

It is hoped that these plans, which also include giving buses more priority routes in major towns. This, together with investment in schemes such as the Eclipse Bus Rapid Transit scheme between Fareham and Gosport, quality infrastructure like Andover bus station and the use of government funding to provide contactless ticket machines and live, up-to-date passenger information at bus stops, puts the County in a really good position for improving services further. The commitments laid out in these proposals are subject to the county council securing further funding from the Department for Transport, via its Bus Back Better scheme. At the moment, only SolentGo tickets can be used with different operators.

Bus operators themselves are also on board with the proposals. Marc Reddy, managing director of First Hampshire, Dorset and Berkshire, said: 'First Bus is very supportive of the government's ambition, outlined in the National Bus Strategy, to improve bus services and increase the number of people travelling by bus across the country.' 'We will continue to work with Hampshire County Council to finalise proposals and deliver a compelling offer for customers in Hampshire.' 'We are also very supportive of expanding bus rapid transit routes. The success of our Eclipse service between Fareham and Gosport, in

partnership with Hampshire County Council is testament to what can be achieved.'

A spokeswoman from Stagecoach South said: 'We're proud of our continued positive partnership with Hampshire County Council and are committed to working together to deliver sustainable, reliable and affordable bus travel in Hampshire.'

JET CONNECT (Portsmouth)

YG17 SUV Yutong TC12 arrived from Llew Jones.

NATIONAL EXPRESS

NATIONAL Express is resuming its service into Winchester following its controversial withdrawal in September. The service will now be stopping at St Catherine's park and ride car park at Bar End, from Friday (19/11/21).

Event services will also continue to stop at Worthy Lane Coach Park, as many of these serve Winchester at times when the Park and Ride bus service has stopped operating.

PEGASUS (Curdridge)

YG17 SUV, Yutong ZK6129H C49Ft, ex Llew Jones.

PORTSMOUTH

Increased frequency of services, lower fares and new routes are among a series of measures proposed in a £120m strategy to overhaul the bus network in Portsmouth through the city Bus Service Improvement Plan which also acts as its case for a share of the £3bn government fund announced in March.

The plan identifies a series of issues with the current network: 'slow' journey times, the geography of the island, having more than one main bus hub, a shortage of bus lanes, limited off-peak journey options, the amount of car parking, and 'disparities' in fares. Analysis has shown some routes can average speeds below 10mph and can be more than three times slower than travelling by car. It adds there are also punctuality problems with 15 per cent of services running at least five minutes behind schedule, partly due to a 'lack' of bus lanes.

Included in the plan are a range of proposals to increase bus patronage from a new tap on and tap off payment system and common fare system to increased enforcement of bus lane and parking infringements. In a bid to improve services in Paulsgrove, the plan proposes the frequency of the X4 route between Fareham and Portsmouth be increased from every 30 minutes to every 10. Services to Anchorage Park industrial estate and Ocean Park shopping centre would also be made more frequent.

A purchase of spare buses to be kept at 'strategic locations' is also proposed. These would be brought in on longer routes to replace vehicles caught in traffic during earlier stops. The plan also focuses on increasing the number of off-peak services. This includes services to cater for 5.30am starts at QA Hospital and to run routes on Christmas day.

SOLENT BLUELINE

Friends and family of John Chadwick gathered in Southampton for a bus-naming ceremony in his honour. Mr Chadwick passed away earlier this year. He co-founded bus operator Solent Blue Line in 1987.

His business is now under Go-Ahead ownership and named Bluestar. The company has unveiled one of its route 18 buses with Mr Chadwick's name taking pride of place.

SOUTHAMPTON

Plans for a new bus lane in Southampton have been unveiled. Civic chiefs are looking to create a bus lane near the junction of Lords Hill Way and Coxford Road. The move is set to support bus services to the hospital and Southampton's first park and ride at Bargain Farm in Nursling.

Preparatory works are set to begin in November with the bulk of the work expected to start in January 2022. The latest proposals are for a new rapid bus lane that bypasses the junction completely for buses, taxis and cyclists turning left from Coxford Road heading towards Lordshill. The existing signal junction is instead set to remain unchanged. Southampton City Council said taking left turning buses, taxis and cyclists away from the traffic signals "improves journey times for all vehicles using the junction". The authority also said the new bus lane will benefit park and ride buses as well as other buses following this route from the hospital to Lordshill.

STAGECOACH

Stagecoach 15989 is a new poppy appeal livery. 27651 from Chichester to Portsmouth. (Shaun Daniels)

From Matt Forbes

The only thing of potential interest to the group is that during the last week, Stagecoach Enviro 300 27564 (GX58 GNN) was on loan from Basingstoke to Portsmouth (essentially "coming home to its birthplace") – this was to cover for vehicles being used on rail replacement duties between Brockenhurst and Bournemouth (1st to 5th November).



27834 on loan © Shaun Daniels.

WINCHESTER

This year the city council has decided that the buses that serve the park and ride at Barfield Close will no longer go into the car park but instead pick up passengers on Barfield Close itself.

The distance saved inside the elongated car park is probably 200 yards, so with, what, 50 trips a day that's probably 10,000 yards saved, or about five miles a day, over six days 30 miles, over a year 1,560 miles. A council spokesman said: "Since January buses have been using the Park & Ride Shelter on Barfield road as it provides quicker access to the Winchester Sport and Leisure Park. The new stop also gives drivers a clearer view if passengers are waiting at Barfield Close. This bus stop will continue to operate once the new Park & Ride car park is completed."

XELABUS (Eastleigh)

Registration of new services granted under short notice. PH1098723/131. From Barton Peveril College, Chestnut Avenue, Eastleigh to Southampton Common, Northlands Road X81.

Saturday 14th August only.

PH1098723/130. From: Southampton Central Station (South) and Town Quay to Southampton Common, Northlands Road via City Centre X80. Saturday 14th August 2021 only.



Seaview Services ODL 678 either on loan to Xelabus or working for them. The route number in the windscreen indicates it is working on the Taunton's College services. Robert Winkworth Below: SN67 WWJ on the 20 . John Bulman



Covid19's effect on the Solent Bus Network.

David Etheridge.

On the 19th October the Traffic Commissioners issued updated advice on bus service registering.

On 31st December 2021 the Covid-19 Emergency Procedure allowing operators to temporary amend services with Local Authority support at 3 days' notice will end. Also, on 31st December 2021 the shortened 35-day (7 for LA and 28 for TC) notice period for registering a temporary service change will end.

From 1st January 2022 all registrations will need to comply to the normal 70-day (28 for LA and 42 for TC) notice period for registering a service change.

By 1st April 2022 all services currently operating on temporary timetables under the Covid-19 Emergency Procedures will be required to return to the service specified on the last full registration.

From the Dft data, by mid-November bus usage outside London was at around 80% of the pre-Covid19 level, usage in London is now lower at around 75%. National Rail is showing some recovery and is now back to around 70% of pre-Covid19 levels, as with buses the London Underground is lower at around 60%. With both bus and rail the weekend recovery is running ahead of weekdays.

The Covid-19 cycling bubble seems to have burst with usage at around 85% of the pre-Covid19 level on Monday to Friday but higher at around 95% at weekends but as usual the amount of usage varies depending on weather conditions. Overall traffic levels are at around 96% Mon to Fri but 102% on Saturdays and 106% on Sundays, cars are down at around 91% but Heavy Goods Vehicles and Light Commercial Vehicles are both up at around 110%. On Sundays HGV and Van traffic is at around 125% of pre-Covid19 levels.

By monitoring web sites, Traveline and other information that came my way here is a list of changes to all Solent area bus services between the 20th September and 22nd November.

First Bus Portsmouth / Fareham.

1 Southsea – The Hard: 26/9 Mon to Fri frequency reduced from 10min to 12min.

3 Fareham – Portsmouth: 26/9 Mon to Fri frequency reduced from 10min to 12min.

X4 Portsmouth – Southampton: 26/9 Mon to Fri frequency reduced from 30min to 40min, Sat and Sun service end one hour earlier and Sun service start two hours later.

X5 Gosport – Southampton: 26/9 Mon to Fri frequency reduced from 30min to 40min and Sun service start two hours later.

8 Southsea – Clanfield: 14/11 revised timetable for punctuality.

18 Paulsgrove – South Parade Pier: 14/11 revised timetable for punctuality with a one hour later start on Sundays.

E1, E2 Fareham – Gosport: 26/9 Mon to Fri frequency reduced from 8min to 10min peak and 12min off peak, Sat and Sun frequency reduced from 10min to 12min.

I have not listed it on the changes as it comes in the next period, however the Fareham to Gosport BRT extension is due to open on 5th December. But please note that the Monday to Friday service enhancement from every 12min to every 10min off peak as indicated on the registration will not go ahead as First has put in a special measures service change to continue with the current timetable as they still have a driver shortage.

First Bus Southampton.

3 Lordshill – Thornhill: 26/9 Mon to Fri frequency reduced from 8min to 10min, Sat frequency reduced from 10min to 12min and service end 30min earlier. 31/10 increased running time Mon to Fri peaks for reliability.

Go South Coast Bluestar.

5/5A Romsey/Nursling – Boyatt Wood: 21/11 am 5A journey added as part of changes to Barton Peveril College services.

9 Southampton – Langley / Fawley: 1/11 Mon to Sat frequency reduced from 20min to 30min.

18 Hightown – Millbrook: 1/11 Mon to Sat frequency reduced from 8min to 10min.

Go South Coast Unilink.

U1 NOC – Southampton Airport: 26/9 to term time frequency.

U2 Mayflower Halls – Bencroft: 26/9 to term time frequency.

U6 Southampton – Aldermoor: 26/9 minor timing changes.

U9 Townhill Park – General Hospital: 26/9 minor retiming of am journeys for reliability.

Go South Coast morebus.

X1/X2 Lymington – Bournemouth: 25/10 to revert to serving Holdenhurst Road, Bournemouth on completion of works.

X6 Poole – Ringwood – Bournemouth: 25/10 to revert to serving Holdenhurst Road, Bournemouth on completion of works.

National Express.

030 Fareham – Victoria: as at 4/10 7 journeys Tue to Thu & 8 journeys Fri to Mon.

032 Southampton – Victoria: as at 4/10 8 journeys Tue to Thu & 12 journeys Fri to Mon. By 1/11 increased to 10 journey Tue to Thu & 12 journeys Fri to Mon. 19/11 Winchester stop reinstated at St Catherines P&R.

035 Poole – Victoria: as at 4/10 14 journeys Tue to Thu & 18 journeys Fri to Sun.

160 Poole to Birmingham: as at 4/10 2 journeys Mon to Sun. 204 Poole – Heathrow as at 4/10 = 6 journeys Mon to Sun.

19/11 Winchester stop reinstated at St Catherines P&R.

806 Poole – Ringwood – Basingstoke – Heathrow – London: Christmas Day 4 journeys.

810 Portsmouth – Fareham – Southampton – Heathrow – London: Christmas Day 4 journeys.

Southampton Minilink (a new operator).

5 Ringwood to Southampton: 25/10 a new Mon to Fri service with four round trips.

13A Southampton – Harefield: 03/10 a new Sunday only hourly service.

Stagecoach Havant & Chichester. No changes.

Stagecoach Winchester.

3 Winchester – Harestock: 4/10 reduced service Mon-Fri am peak – one less journey.

5 Winchester – Badger Farm: 4/10 Mon to Fri frequency reduced from 10min to 12min.

Winchester Park and Ride: 4/10 Mon to Fri frequency reduced Peak from 7min to 10min, off peak from 12min to 15min. Friday 19/11 to Thu 23/12 enhanced service for Winchester Christmas Market, Mon to Fri up to every 7min, Sat up to every 7min with two hour later finish and a Sun service 09.00 to 18.06 up to every 5min to St Catherines only.

Xelabus.

X9 Eastleigh – Bishops Waltham: 15/11 10.02 ex Bishops Waltham and 15.20 ex Barton Peveril suspended. 22/11 suspended journeys re-instated.

X10 Bishops Waltham – Southampton: 26/10 rerouted (nonstop) via Fair Oak while Durley Street is closed for eight weeks for drainage works. 15/11 07.53 & 16.38 ex Bishops Waltham and 09.20 ex Southampton suspended. 22/11 suspended journeys re-instated.

X15 Eastleigh – Hamble: 08/10 rerouted in Hedge End to use Freegrounds Road instead of Hobb Lane due to problems with parked cars.

Aug 1936

PROVINCIAL TRAMWAYS TO BE WOUND UP.

Resolutions have been passed at the annual meeting of the Provincial Tramways Co., Ltd., authorizing the directors to place the company in liquidation. It has disposed of its subsidiary undertakings, except the Gosport and Fareham Omnibus Co. The consideration on which winding up is proposed is as follows:—
Preference shareholders are to receive 25s. in cash per share, with dividends up to the date of payment. Ordinary shareholders are to be paid 4s. in cash and will be awarded two ordinary shares of 4s. each in a new company, in respect of each fully paid £1 share held.

The new company is to take over the share capital of the Gosport and Fareham Omnibus Co., with any remaining surplus asset of the other subsidiaries. The Gosport and Fareham concern runs 30 buses, under Parliamentary powers granted in 1929. The Provincial Tramways Co., Ltd., has a total issued share capital of £224,560

During 2021 David Etheridge maintained a monthly analysis of covid service changes. This is a consolidated list from those reports.

AMK

71 Warren Corner – Petersfield: 27/4 service taken over from Wheel Drive to existing timetable.

94 Buriton – Petersfield – Moggs Mead: 27/4 service taken over from Wheel Drive to existing timetable.

First Bus Portsmouth / Fareham

1 Southsea – The Hard: 31/1 Mon to Fri reduced from every 8min to every 10min. 21/2 Mon to Fri reduced from every 10min to every 12min with service end 3 hours earlier. 8/3 Mon to Fri increased from every 12min to every 10min and service end 3 hours later. 04/7 no change in frequency but running time increased for reliability. 1/8 Mon to Fri frequency reduced from every 10min to every 12min. 5/9 Mon to Fri frequency increased from every 12min to every 10min.

2 The Hard – Paulsgrove: 24/1 Mon to Fri reduced from every 8min to every 10min, no change Sat or Sun. 16/5 Sat frequency increased from every 15min to every 12 and Sun from every 20min to every 15min with service end two hours later. 13/6 Mon to Fri frequency reduced from 10min to 12min. 19/9 Sat frequency reduced from 12min to 15min and Sun from 15min to 20 min.

3 Fareham – Portsmouth: 31/1 Mon to Fri reduced from every 8min to every 10min and Sun finish brought forward 90min to 22.26. 21/02 Mon to Fri frequency reduced from every 10mins to every 12mins and Sun service end 90 mins earlier. 8/3 Mon to Fri increased from every 12min to every 10min with service end 15 min earlier and Sunday service end 90min earlier. 04/7 no change in frequency but running time increased for reliability. 1/8 Mon to Fri frequency reduced from every 10min to every 12min. 5/9 = Mon to Fri frequency increased from every 12min to every 10min.

X4 Portsmouth – Southampton: 21/2 Mon to Fri frequency reduced from 30min to hourly. 8/3 Mon to Fri frequency increased from hourly to every 30min. 20/6 one additional capacity school journey withdrawn.

X5 Gosport – Southampton: 21/2 Mon to Fri frequency reduced from 30min to hourly. 8/3 Mon to Fri frequency increased from hourly to every 30min. 20/6 four additional capacity school journeys withdrawn.

7 Portsmouth – Wecock Farm: 24/1 Mon to Fri reduced from every 12min to every 20min, no change Sat or Sun. 8/3 7A and 7C school journeys reinstated. 16/5 Mon to Sat frequency increased from every 20min to every 15min. 13/6 Mon to Sat frequency reduced from 15min to 20min and service start one hour later Sat & Sun. 19/9 additional am 7A journey.

8 Southsea – Clanfield: 24/1 Mon to Fri reduced from every 15min to every 20min, no change Sat or Sun. 16/5 Mon to Sat frequency increased from every 20min to every 15min with service end 30min later Mon to Fri, Sun remains every 20min but service end one hour later. 19/9 Mon to Sat frequency reduced from 15min to 20min, Sun from 20min to 30 min.

9, 9A Fareham – Gosport: 21/2 Mon to Fri frequency reduced from every 20mins to hourly with 45min later

service start, Sat and Sun frequency reduced from every 45min to hourly. 8/3 Mon to Fri frequency increased from every 45min to every 20min, Sat and Sun reduced from every 45min to hourly but 30min in the peaks. 16/5 Sat frequency increased from 45min to 20min, Sun frequency increased from 45min

to 30min. 20/6 two additional capacity school journeys withdrawn. 4/7 Mon to Fri frequency reduced from 20min to 25min and Sat from 20min to 30min.

10 Fareham – Gosport: 4/6 service which has been suspended from 30/05/2020 formally cancelled.

11 Fareham – Alverstoke: 21/2 Sat service to also operate Mon to Fri. 12/4 reverts to pre Covid-19 registered timetable. 21/6 rerouted to serve Palmyra Road area of Elson as replacement for withdrawn service 10.

12 Tipnor – Fratton: 16/5 reverts to pre Covid-19 registered timetable.

13, 14 Portsmouth – Baffins: 24/1 Mon to Fri reduced from every 40min to hourly, no change Sat or Sun. 8/3 no change to frequency but additional Portsmouth College journeys added. 16/5 Sat frequency increased from two hourly to hourly with service start an hour earlier and end 90min later.

18 Paulsgrove – Ocean Park: 24/1 Mon to Fri reduced from every 20min to every 30min, no change Sat or Sun. 13/6 service start one hour later on Sat & Sun.

20 Fareham – Wickham: 21/2 Sat additional journey ex Fareham at 17.45. 15/3 Service rerouted to again serve Funtley Village after agreement to use railway bridge between Funtley and Knowle, Sat 07.30 Knowle to Fareham and 17.45 Fareham to Knowle journeys withdrawn. 12/4 reverts to pre Covid-19 registered timetable and route.

21 Fareham – Hill Head: 12/4 reverts to pre Covid-19 registered timetable.

25 The Hard – Hayling Ferry: 20/6 route revised to additionally serve Clarence Pier with service end three hours later Mon to Sun. 19/9 service end three hours earlier.

27 Emsworth – Rowlands Castle: 16/5 reverts to pre Covid-19 registered timetable.

28, 28A Fareham – Whiteley: 12/4 reverts to pre Covid-19 registered timetable.

D1, D2 Waterloo – Hambledon: 16/5 reverts to pre Covid-19 registered timetable.

E1, E2 Fareham – Gosport: 31/1 Mon to Fri reduced from every 5min to every 10min (8min in peaks) and Sats from every 8min to every 10min. 21/2 Mon to Fri frequency peak frequency reduced from every 8min to every 10min with service end 15min earlier. 8/3 Mon to Fri 8min peak frequency reinstated. 12/4 Mon to Fri frequency increased from 10min to 8min (was already 8min in peaks). 16/5 Sat frequency increased from 10min to 8min, Sun frequency increased from every 15min to every 10min with service end two hours later. 4/7 off peak Mon to Fri and Sat frequency reduced from every 8min to every 10min. 25/7 Mon to Fri off peak frequency increased from 10min to 8min.

F1 Fareham – Highlands: 12/4 Mon to Sat frequency increased from 40min to 35min with Mon to Fri service start one hour earlier and end 90min later. 16/5 frequency remains every 35min but service end Mon to Fri 30mins later and Sat 45 min earlier start and 90min later finish.

F2 Fareham – Highlands: 12/4 Mon to Fri increased from four journey to five with service end one hour later.

PR1 Tipner P&R – The Hard: 20/6 service restarted at 15min frequency Mon to Sun.
PR3 Tipner P&R – D Day Story: 24/7 new service operating Mon to Sun at 30min frequency until 4th September 2021.
SD4, SD5, SD7 South Downs College Services: 20/6 reverted to normal open services from closed school/college services.

First Bus Southampton.

1 Southampton – Calmore: 24/1 Saturday timetable to operate Mon to Fri.
2 Southampton – Millbrook: 24/1 Mon to Fri frequency reduced from every 8 min to every 10 min with earlier finish at 23.18. 29/3 Mon to Fri frequency increased from every 10min to every 8min. 06/06 Mon to Fri frequency reduced to 10min (remains 8min in peaks), Sun service start one hour earlier. 1/8 Mon to Fri peaks reduced from every 8min to every 10min.
3 Lordshill – Thornhill: 31/1 Mon to Fri reduced from every 7min to every 10min. 29/3 Mon to Fri frequency increased from every 10min to every 8min.
7 Southampton – Townhill Park: 24/1 Mon to Fri frequency reduced from every 8 min to every 10 min and start an hour later at 05.39. 8/3 Mon to Fri earlier start to 10min frequency. 16/5 Mon to Fri minor retiming for reliability. 1/8 Mon to Sat frequency reduced from every 10min to every 12min.
8 Southampton – Hedge End: Rerouted in Hedge End and retimed for reliability, no longer serving Charles Watts Way and Lock Road.
9 Southampton – Sholing: 24/1 School Days diversion suspended.
11 Southampton – Weston: 17/1 extended from City Centre to Rail Station and frequency reduced Mon to Fri from every 8min to every 10min and service end 45min earlier Sat and Sun.
13 Southampton – Harefield: 24/1 Mon to Fri reduced from every 30 min to hourly with 90 min later start and 45 min earlier finish. 1/3 Mon to Fri frequency increased from hourly to every 30min with support from Southampton City Council.

Go South Coast Bluestar.

1 Southampton – Winchester: 18/1 to school holiday timetable variant. 6/9 Mon to Fri peak journeys retimed for new school year.
2 Southampton – Fair Oak: 18/1 to school holiday timetable variant. 6/9 Mon to Fri peak journeys retimed for new school year.
3 Southampton – Eastleigh: 18/1 to school holiday timetable variant. 7/3 retimed between Eastleigh and Fair Oak for reliability.
4 Southampton – Romsey: 18/1 to school holiday timetable variant. 6/9 Mon to Fri peak journeys retimed for new school year.
5 Romsey – Boyatt Wood: 18/1 to school holiday timetable variant. 6/9 minor timing changes Mon to Sat.
6 Southampton – Lymington: 18/1 to school holiday timetable variant. 7/3 service will no longer serve Priestlands School – replaced by school journey as 706. 28/6 School days one am and one pm journey extended to Priestlands School

Lymington. 6/9 Mon to Fri 15.30 ex Southampton will now follow normal route instead of missing Foxhills.

7 Sholing – Lordswood: 18/1 to school holiday timetable variant. 6/9 service retimed to better suit Hospital shift pattern.

8 Southampton – Calshot: 18/1 to school holiday timetable variant.

9 Southampton – Langley / Fawley: 24/1 Mon to Sat reduced from every 20min to every 30min. 7/3 Mon to Fri increased from every 30min to every 20min. 04/04 Saturday frequency increased from every 30min to every 20min. 10/5 Mon to Fri extra pm peak return journey for extra capacity. 6/9 Mon to Fri peak journeys retimed for new school year and earlier bus from Southampton on Sundays.

16 Southampton – Townhill Park: 04/01 Mon to Fri peaks increased from every 15 min to every 10min & half hour later start on Sundays. 24/1 Mon to Fri peaks reduced from every 10min to every 15min. 6/9 Mon to Fri peak journeys retimed for new school year.

17 Weston – Adanac Park: 03/01 minor timing changes and additional peak short journeys between City Centre and General Hospital. 18/1 to school holiday timetable variant. 6/9 Mon to Fri pm buses retimed and later bus from Adanac Park Mon to Sun and earlier bus from Weston on Sunday mornings.

18 Hightown – Millbrook: 24/1 Mon to Sat reduced from every 8min to every 10min. 7/3 Mon to Fri am and pm peak increased from every 10min to every 8min. 04/04 Mon to Sat frequency increased from every 10min to every 8min (Mon to Fri peaks had been every 8min).

New Forest Tour: To operate 29/5 to 12/9 to slightly revised timetable from 2020 and minor rerouting of the green route.

Go South Coast Unilink.

U1 NOC – Southampton Airport: 10/1 vacation timetable to continue until further notice. 31/1 Mon to Sat reduced from every 10min to every 15min. 11/4 Mon to Fri frequency increased from 15min to 8min and Sat from 15min to 10min. 13/6 to university vacation timetable Mon to Fri reduced to every 10 min.

U2 Mayflower Halls – Bencroft: 10/1 vacation timetable to continue until further notice. 11/4 Mon to Fri frequency increased from 30min to 10min with service end four hours later, Sat increased from 30min to 20min with service end four hours later, Sun increased from every 30min to every 20min with service end three hours later. 13/6 to university vacation timetable with reduced service and spread Mon to Sun.

U9 Townhill Park – General Hospital: 24/1 to school holiday timetable. 11/4 remains two am and one pm journeys but retimed.

Quay Connect Southampton Rail Station – Town Quay: 11/4 service restarted with ten journeys Mon to Sun – every 100mins. 21/8 Mon to Fri increased from 10 journey to 15, Sat increased from 10 journey to 21, Sun reduced from 10 journeys to 9 with service start 90min later.

Go South Coast Salisbury Reds

X7/X7R Salisbury to Southampton: 17/1 to school holiday timetable. 7/3 to school term timetable. 29/8 16.45 ex Salisbury to no longer serve Paultons Park.

Go South Coast morebus.

112 Lymington – Hythe: 25/1 retimed as not serving National Motor Museum as closed. 30/3 section between Beaulieu and National Motor Museum reinstated for reopening of Museum.

119 Lymington – New Milton: 18/1 to school holiday timetable variant.

X1/X2 Lymington – Bournemouth: 18/1 to school holiday timetable variant. 15/3 rerouted in Bournemouth for four-month closure of Holdenhurst Road. 31/8 rerouted in Bournemouth due to Holdenhurst Road closure.

X3 Salisbury – Ringwood – Bournemouth: 24/1 to school holiday timetable.

X6 Poole – Ringwood – Bournemouth: 24/1 to school holiday timetable and Ringwood to Bournemouth section suspended except Sat 17.45 Bournemouth to Ringwood. 15/3 rerouted in Bournemouth for four-month closure of Holdenhurst Road. 04/04 reverted to registered timetable with Ringwood to Bournemouth section reinstated. 31/8 rerouted in Bournemouth due to Holdenhurst Road closure.

National Express.

030 Fareham – Victoria: 23/12 to 27/12 4 or 6 journeys daily. 28/12 reduced to 1 or 2 journeys daily. 11/1 service suspended. 29/3 service restarted with one or two journeys. 21/6 four or six journeys each way. 1/9 six journeys daily.
032 Southampton – Victoria: 23/12 to 27/12 4 or 6 journeys daily. 28/12 reduced to 1 or 2 journeys daily. 11/1 service suspended. 29/3 service restarted with two or four journeys. 21/6 five or six journeys each way. 1/9 ten to twelve journeys daily.

033 Bournemouth – Salisbury – Victoria: 21/6 reinstated with two journeys each way. Cancelled by 20th August.

035 Poole – Victoria: 23/12 to 27/12 increased to 12 journeys daily. 28/12 reduced to 2 or 3 journeys daily. 11/1 service suspended. 29/3 service restarted four or seven journeys. 21/6 between five and ten journeys each way with one extended to Weymouth. 1/9 fourteen to eighteen journeys daily.

103 Poole – Salisbury – Birmingham: 21/6 new service with one journey each way. 1/9 one journey daily.

160 Poole – Birmingham: 21/6 new service with one journey each way. 1/9 one journey daily.

161 Southsea – Birmingham: 21/6 new service with one journey each way. Cancelled by 20th August.

190 Portsmouth – Plymouth: 21/6 new service with one journey each way. Cancelled by 20th August.

203 Portsmouth – Heathrow: 21/6 service reinstated with four journeys each way. 1/9 six journeys daily.

204 Poole – Heathrow: 23/12 to 27/12 4 journeys. 28/12 reduced to 3 journeys. 11/1 service suspended. 17/5 service restarted with four journeys. 20/6 service ended – last day of operation.

205 Poole – Heathrow: 21/6 service reinstated with four journeys each way. 1/9 six journeys daily.

As at 21st March all services remain suspended with a current planned restart date of Monday 29th March.

From Tuesday 20th July the stop in Winchester on all services was suspended due to Health and Safety issues with

the larger coaches now being used having turning problems in The Broadway and no suitable replacement stopping point being available.

Southern Coach Lines (Aldermaston Coaches).

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

Stagecoach Havant & Chichester.

20 Havant – The Hard: Sat 9/1 only reduced from every 30min to hourly.

21 Havant – The Hard: Sat 9/1 only reduced from every 30min to Havant and 15min to Anchorage Park to hourly to Havant with an hour earlier finish. 10/1 Sun reduced to hourly with short journeys to Anchorage Park suspended. 4/4 Sun short journeys to Anchorage Park reintroduced increasing frequency over this section from hourly to every 20min. 25/7 reverted to pre Covid-19 frequency with Mon to Sat frequency Portsmouth to Anchorage Park increased from every 15min to every 10min also journeys starting or finishing at Rectory Avenue extended to Forty Acres.

23 Leigh Park – Southsea: Sat 9/1 only reduced from every 12min to every 30min with 90min earlier finish. 10/1 Mon to Fri reduced from every 10min to every 15min and service end 30mins earlier, Sat reduced from every 12mins to every 15mins with service end 30min earlier, Sun reduced from every 15min to every 30min with service end 90min earlier. 7/3 Mon to Fri frequency increased from every 15min to every 10min and service end 30mins later. : 4/4 Sat frequency increased from every 15min to every 12min, Sun frequency increased from every 30min to every 15min. 25/7 journeys starting or finishing at Rectory Avenue extended to Forty Acres.

30/31 Havant – Hayling Island: Sat 9/1 only reduced from every 15min to hourly. 10/1 Mon to Sat reduced from every 15min to every 30min, Sun reduced from every 30min to hourly with 30min earlier service finish. 7/3 Mon to Fri frequency increased from every 30min to every 15min. 4/4 Sat frequency increased from every 30min to every 15min, Sun increased from hourly to every 30min. 5/9 school journeys reinstated.

37 Havant – Petersfield: Sat 9/1 only reduced from every 90min to two hourly. From Mon 18/1 route reverts to using College Road, Purbrook at end of road works. 7/3 Mon to Fri remains hourly but service start 45min earlier. 5/9 school journeys reinstated.

38 Petersfield – Alton: 7/3 Mon to Fri increased from three journeys to four with school journey reinstated. 5/9 school journeys reinstated and minor retiming.

39 Havant – Wecock Farm: Sat 9/1 only reduced from every 20min to hourly. From Mon 18/1 route reverts to using College Road, Purbrook at end of road works. 25/7 Mon to Sat frequency increased from 20min to 15min and service end 45min later.

91/92/93 Midhurst – Petersfield: 5/9 additional Fri schooldays journey removed.

700 Portsmouth – Bognor Regis: Sat 9/1 only reduced from every 30min to hourly and only to Chichester. 10/1 Sun reduced from every 30min to hourly. 7/3 Mon to Fri frequency increased from 30min to 20min. 4/4 Sat remains

every 30mins but retimed, Sun increased from Hourly to every 30min. 5/9 school journeys reinstated.

Stagecoach Winchester.

1 Stanmore – Winnall: Sat 9/1 only reduced from every 20min to 30 min with an hour earlier finish. 10/1 Mon to Fri service end one hour earlier, Sat reduced from every 20min to every 30min with hour earlier finish. 7/3 Mon to Fri remains every 20min but service end one hour later. 4/4 Sat frequency increased from every 30min to every 20min with service end one hour later. 06/06 late buses Fri & Sat evenings reinstated.

3 Winchester – Harestock: Sat 9/1 only reduced from every 20min to 30min with two hour earlier finish. 10/1 Mon to Fri reduced from every 15min to every 20min with service end two hours earlier, Sat reduced from every 20min to every 30min and service end two hours earlier. 7/3 Mon to Fri frequency increased from every 20min to every 15min and service end two hours later. 4/4 Sat frequency increased from every 30min to every 20min with service end two hours later. 06/06 late buses Thu, Fri & Sat reinstated. 29/8 Mon to Fri minor changes in am peak.

4 Highcliffe – Teg Down: Sat 9/1 only reduced from hourly to four journeys. 10/1 Mon to Fri service end two hours earlier, Sat reduced from hourly to four journeys. 7/3 Mon to Fri remains hourly but service start one hour earlier and end two hours later. 4/4 Sat frequency increased from four journeys to hourly.

5 Winchester – Badger Farm: Sat 9/1 only reduced from every 20min to 30min with an hour earlier finish. 10/1 Mon to Fri reduced from every 10min to every 20min and service end one hour earlier, Sat reduced from every 20min to every 30min with service end one hour earlier, Sun reduced from every 20min to every 30min. 7/3 Mon to Fri frequency increased from every 20min to every 10min and service end one hour later. 4/4 Sat & Sun frequency increased from every 30min to every 20min and Sat service end one hour later. 06/06 late buses Thu, Fri & Sat reinstated. 29/8 Mon to Fri minor changes in am peak.

7 Winchester – Sparsholt: Sat 9/1 only reduced from five journeys to three. 10/1 Mon to Fri reduced from hourly to five journeys, Sat reduced from five journeys to three. 7/3 Mon to Fri increased from five journeys to hourly with first journey 75mins earlier and last 45min later. 4/4 Sat increased from 3 journey to 5 with four hour later finish.

16 Winchester – Stockbridge: Sat 9/1 only remains at three journeys but retimed. 10/1 reduced from three journeys Mon to Sat to three journeys Wed and Sat and retimed. 7/3 Mon to Fri three journeys instead of just Wed and retimed. 4/4 Sat remains 3 journeys but retimed.

46/461 Winchester – North Baddesley: 10/1 Mon to Fri reduced from four journeys to two. 7/3 Mon to Fri increased from four journeys to five with college journeys reinstated. 29/8 minor timing changes.

63 Owslebury – Winchester: 10/1 reduced from 3 journeys to one and retimed. 7/3 Tue & Fri increased from one journey to three and retimed.

64 Winchester – Alton: 03/01 retimed with up to three minutes extra running time due to new speed restriction on A31 for Brexit lorry park. Sat 9/1 only reduced from every 30min to hourly with an hour earlier finish. 10/1 Mon to Fri one hour earlier finish, Sat reduced from every 30min to hourly with one hour earlier finish. 7/3 Mon to Fri remains

every 30min but service end one hour later and Mon to Sun to original running times after closure of A31 truck holding area. 4/4 Sat frequency increased from hourly to every 30min and service end one hour later. 06/06 late buses Fri & Sat reinstated. 29/8 64X college journeys reinstated.

66 Winchester – Romsey: Sat 9/1 only reduced from every 30min to hourly with two hour earlier finish. 10/1 Mon to Fri one hour earlier finish, Sat reduced from every 30min to hourly with service finish two hours earlier. 7/3 Mon to Fri remains every 30min but service end one hour later. 4/4 Sat frequency increased from hourly to every 30min with service end 100min later. 06/06 late buses Fri & Sat reinstated.

67 Winchester – Petersfield: Sat 9/1 only reduced from four journeys to three. 10/1 Mon to Fri reduced from five/seven journeys to three, Sat reduced from four journeys to three. 7/3 Mon to Fri increased from three journeys to six or seven with school runs reinstated. 4/4 Sat increased from three journeys to four with service start one hour earlier and end three hours later.

68 Winchester – Salisbury: 29/8 this college days service reinstated to revised times.

69 Winchester – Fareham: Sat 9/1 only reduced from hourly to two hourly. 10/1 Sat reduced from hourly to two hourly.

7/3 Mon to Fri remains hourly but service start 15mins earlier. 4/4 Sat frequency increased from two hourly to hourly. 06/06 late buses Fri & Sat reinstated. 29/8 minor retiming and reverts to using Quay Street in Fareham.

85 Winchester – Andover: 29/12 service suspended. 04/1 service reinstated with five journeys Mon to Fri and 4 on Saturdays. 10/1 journeys retimed. 7/3 Mon to Fri increased from five journeys to six with college journeys reinstated. 4/4 Sat remains 4 journeys but retimed.

86 Winchester – Whitchurch: Sat 9/1 only reduced from seven journeys to four. 10/1 Mon to Fri reduced from hourly to two hourly with 30min earlier finish, Sat reduced from two hourly to four journeys. 7/3 Mon to Fri increased from two hourly to hourly with service start 30min earlier and end 30min later. 4/4 Sat increased from four journeys to seven journeys with service start one hour earlier and end three hours later.

95/96 Winchester – East Stratton: 10/1 days of operation changed from Mon & Thu to Tue & Fri and retimed. 7/3 days of operation changed from Tue & Fri to Mon & Thu and retimed.

E1/E2 Winchester – Eastleigh: Sat 9/1 only reduced from seven journeys to six. 10/1 Mon to Fri reduced from nine journeys to six, Sat reduced from seven journeys to six. 7/3 Mon to Fri increased from six journeys to nine. 4/4 Sat increased from six journey to seven with service end one hour later.

Spring Winchester – Springvale: Sat 9/1 only reduce from every 30min to hourly with 90min earlier finish. 10/1 Mon to Fri reduced from every 20min to every 30min with 90min earlier service end, Sat reduced from 30min to hourly 90 min earlier service end. 7/3 Mon to Fri remains every 30min but service end 90min later. 4/4 Sat frequency increased from hourly to every 30min with service end 90min later. 06/06 late buses Fri & Sat reinstated.

Winchester Park and Ride: 27/12 reverted to normal timetable from pre-Christmas enhanced service. 27/06 Mon to Fri four later journeys between Rail Station and South P&R.

Wheeldrive.

71 Petersfield – Warren Corner: 23/4 service ended – business ceased trading.

94 Buriton – Petersfield: 23/4 service ended – business ceased trading.

Xelabus.

X4 Eastleigh – Hedge End: 06/1 Sunday service suspended.

11/1 Saturday service to operate Mon to Sat. 15/3 Mon to Fri frequency increased from two hourly to hourly. 30/5 Sunday service reintroduced to pre Covid-19 timetable.

X6/X7 Eastleigh – Hiltingbury: 04/1 special two hourly timetable Mon to Fri. 06/1 Sunday service suspended. 30/5 Mon-Fri increased from two hourly to hourly and Sunday service reintroduced to pre Covid-19 timetable.

X8 Eastleigh – Boyatt Wood: 06/1 Sunday Service suspended. 30/5 service restarted to pre Covid-19 timetable.

X9 Eastleigh – Bishops Waltham: 04/1 Saturday service Mon to Sat. Remains on Saturday timetable but extended to Barton Peveril College on college days. : 30/5 Mon to Fri pre Covid-19 hourly service reintroduced (Saturday two hourly timetable had been operating).

X10 Bishops Waltham – Southampton: 04/1 Saturday service Mon to Sat. 30/5 Mon to Fri pre Covid-19 hourly service reintroduced (Saturday two hourly timetable had been operating).

X11 Southampton – Lordswood: 04/1 new Mon to Fri timetable introduced.

X12 Southampton – Shirley: 04/1 service rerouted to serve Millbrook Tesco.

X15 Eastleigh – Hamble: Journeys extended to Barton Peveril College on college days.

Yellow Buses.

Busters Forest Explorer: 29/5 new service Christchurch to Ringwood with four journeys Sat, Sun and school holidays until 5th September.

Winchester RE running day – Chris Drew

Sunday 7th November a gentle way to end the rally year. Hampshire Bus Preservation organised the Bristol RE running day centred on Winchester with a town service, a route to Otterbourne and a circular route taking in Alresford and Cheriton and operating in both directions.



Far left: First bus of the day was PPM201G originally BH&D, later Southdown was used to ship everything (I didn't see a kitchen sink) that was going to be needed at the information point in the Broadway, Winchester.

Left: JMW169P one time Thamesdown RESL was presented in a 'this is what it might have looked like' livery of Stroud Valleys. Not everybody has a '1to1' prototype to play with but the Stroud RE group do. It was seen outside the Magdalen cemetery.



The RE from NI turns into Cheriton from the A272.



It wasn't all single deckers, the last journeys of the day was operated by, amongst others, ex Brighton and Hove VRT XAP642S which just catches the last rays of the sun at dusk.

RAIL REPLACEMENT, ANDOVER - 24 OCTOBER 2021
David Lindsell



SU11NDT "SUE 11" a 2011 Volvo B9R with Psaxton Panther C53F body of North Dorset Coaches of Horton Heath.



YF21DZG a Volvo B8R with C57F body new to Amport and District in May, 2021.



YX69KZN a Volvo with C57F body new in February 2020 to Horseman Coaches of Reading, Berkshire.



4NJX (BV66WNX) a Volvo with Caetano Levante C56FLt body of Jeakins Coach Travel of Thorpe, Surrey. New to Go South Coast.



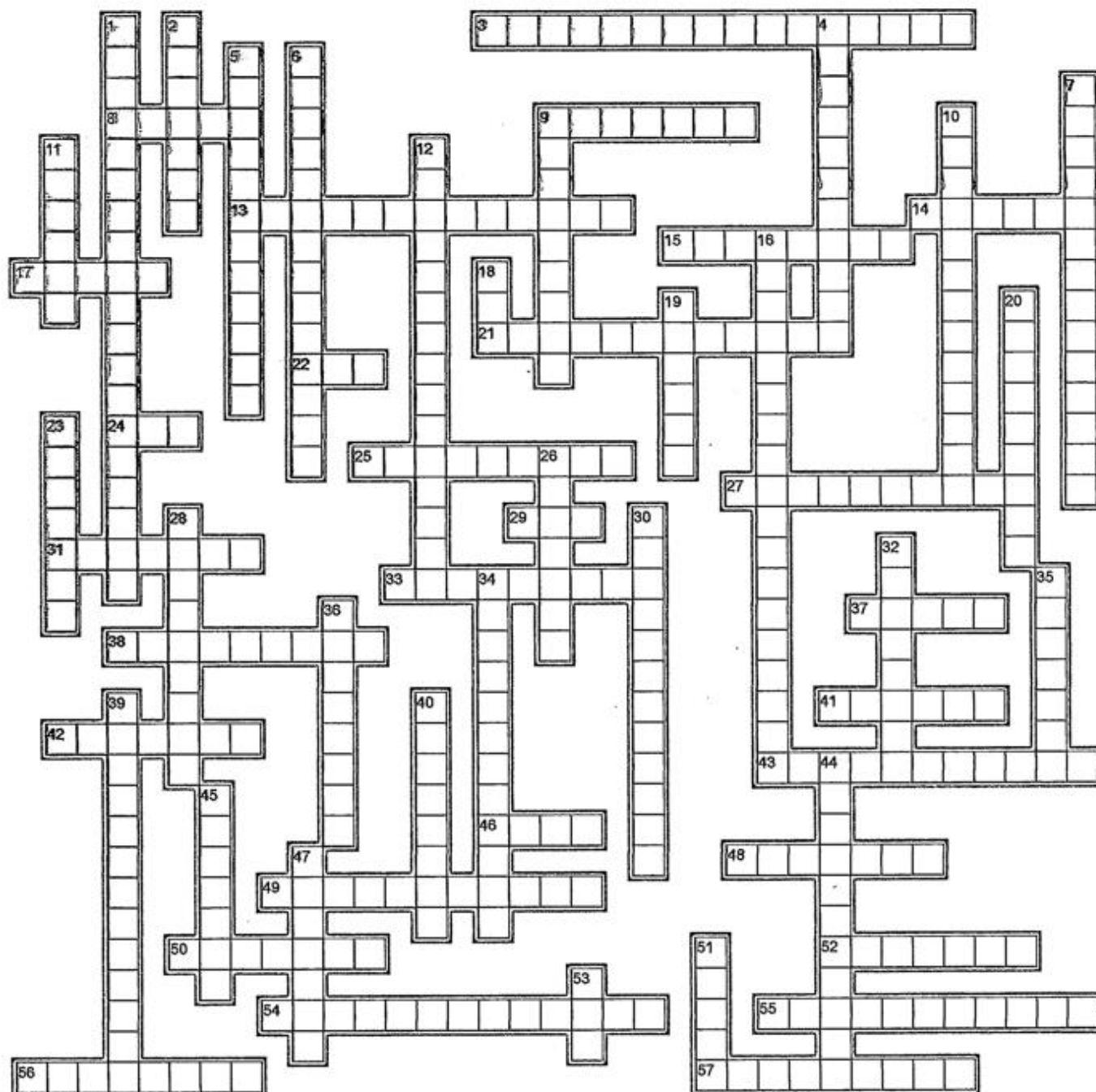
BJ15BDX a Mercedes Benz Tourismo C49Ft of Platinum Coaches of High Wycombe.



NDO609 (FJ56OCC) a Scania K340 with Caetano Levante C49FLt body of Lewis Coaches of London. New to Stagecoach.



Christmas Crossword 2021



EclipseCrossword.com

Christmas Crossword 2021

Across

3. Ran the distance as one third of AVC Ltd. (8, 8)
8. Once a competitor to ECW. (5)
9. Almost a model railway in Scunthorpe. (7)
13. Irish Engineer J.P. Brazil's Bristol invention. (7, 6)
14. Queen Victoria's AEC Prince.... (6)
15. Manchester's finest builder. (8)
17. More successful with its band. (5)
21. Citrus extravagance. (6, 6)
22. Scottish stutter at beginning of alphabet. (3)
24. Reduced from Lowestoft. (3)
25. Guildford's Great Orme PSV. (6, 3)
27. Self-assured in Leicester. (10)
29. No longer happy in Birkenhead. (3)
31. You could go to the fair on route to the factory. (7)
33. Depot wrong side of the Irish Sea. (9)
37. Builder towering over the town. (5)
38. Majestic urban space from West London. (4, 5)
41. Eclipsed by its Endeavours. (6)
42. The misses of 46 across. (7)
43. Beaumaris supplied ovaries of a female fish. (8, 3)
46. King of wheels roaring along the urban road. (4)
48. Strachans former works director enjoys body building. (7)
49. Stuttering body to start a bright day. (11)
50. Local authority not quite Polish capital. (7)
52. Smaller relation of 57 across from Cambridgeshire. (7)
54. Leeds blue man. (6, 7)
55. Weeping body by small stream. (11)
56. Gloomy Devon automobiles. (4, 4)
57. Bristol, Cornwall, USA. (9)

Down

1. Not one half of a comedy team. (9, 3, 7)
2. Came from Australia but now drives for Singapore. (7)
4. Got 'shot' of its district for country view. (5, 6)
5. A menace with doctors' publication. (6, 6)
6. Siblings living in Welsh knit wear. (6, 8)
7. Taking the hundreds royalty. (8,6)
9. Earls of Oxford castle for Go Ahead. (9)
10. Aquatic bread maker. (6, 7)
11. Had a short flight with Dennis before hitting the road with Stagecoach. (6)
12. Y eye big military man. (8, 7)
16. Baden-Powell's wheels. (5, 5, 8)
18. University refuses to take plumbers' bend. (3)
19. Kent commuter became big went suddenly. (6)
20. Not all posh cars. (9)
23. Demonym for locals on Welsh border. (7)
26. Fathers sailed from Southampton. (7)
28. Optare go inter-galactic. (9)
30. Volvo B7L Spanish addiction. (7, 5)
32. Alexander never joined Vera Lynn in Dover. (8)
34. Flowing east to the capital. (6, 6)
35. Still survived after fox hunting ban. (5, 2)
36. A greetings card stamped in precious metal. (8)
39. Getting tied up in a horse race. (5, 3, 5)
40. He who would.....be. (8)
44. The Celts stood together. (6, 5)
45. Supermarket travelled beyond South Petherton. (7)
47. Chap from the middle east at home in Southampton and Fareham. (3, 4)
51. Family fed-up listening to McCartney decides to spread its wings. (5)
53. She had a lovely chassis the lady from Bedford. (3)

Emergency railway replacement Romsey, the final day 15th November 2021 – Barry T.



Far left: Redwoods, Hemyouk, Volvo B9R/Jonckheere C53Ft. New to Redline (BJ63 RED). Departing Romsey for Eastleigh.

Left: Solent Coaches (Lucketts) BL16 FYY, Mercedes Benz Tourismo C49Ft. New to Kings Ferry. About to depart on 2pm direct to Romsey service.



Far left: Island Coach Services BK58 URT. Setra S416GT-HD C53F. New to Epsom. No passengers, no stopping on route to Southampton.

Left: Red Routemaster Buses, Brentford GX06 DXE. AD Dart SLF B38F. New to Stagecoach South. This carried the largest number of passengers all afternoon.

Photo Roundup



Ex Scotland Stagecoach Highlands on rail replacement at Haselmere. Shaun Daniels.



Stagecoach 5989 on its first afternoon in service after repaint. Shaun Daniels.



34631 on loan to Farlington. Shaun Daniels.



Two photos of Mervyn's Blue Setra. David Etheridge.



My coach of the season for the next news sheet is - Snowdowns Van Hool YJ65 GLF at Southampton Airport Parkway station on 4th September while operating Megabus service M92 Southampton to Leeds.

David Etheridge.



Crossword answers.

Across:

3. MAUDSLAY MARATHON; 8. EATON; 9. HORNSBY; 13. STRAKER SQUIRE; 14. REGENT; 15. CROSSLEY; 17. FODEN; 21. ORANGE LUXURY; 22. AAA; 24. ECW; 25. DENNIS PAX; 27. CONFIDENCE; 29. ALS; 31. PLAXTON; 33. ULSTERBUS; 37. DUPE; 38. PARK ROYAL; 41. WRIGHT; 42. LIONESS; 43. SAUNDERS ROE; 46. LION; 48. WHITSON; 49. SUNSUNDEGUI; 50. WALSALL; 52. WHIPPET; 54. SAMUEL LEDGARD; 55. WILLOWBROOK; 56. GREY CARS; 57. GREYHOUND.

Down:

1. MORECAMBE AND HEYSHAM; 2. WESTBUS; 4. ALDER VALLEY; 5. DENNIS LANCET; 6. BRODYR RICHARDS; 7. CHILTERN QUEENS; 9. HEDINGHAM; 10. BAKERS DOLPHIN; 11. FALCON; 12. NORTHER NGENERAL; 16. SCOUT MOTOR SERVICES; 18. UNO; 19. OLSSENS; 20. MULLINERS; 23. SALOPIA; 26. PILGRIM; 28. STARRIDER; 30. HISPANO HABIT; 32. BLUEBIRD; 34. THAMES VALLEY; 35. TALLY HO; 36. HALLMARK; 39. NOTTS AND DERBY; 40. VALLIANT; 44. UNITED WELSH; 45. SAFEWAY; 47. GUY ARAB; 51. CRAIG; 53. VAL.