



Newsletter No. 258

December 2022



Photograph by John Bulman.



## Editorial & Club News

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

It is incredible to think another year has flown by, it must be an age-related thing or maybe it is just enjoying life. But here we are once again in December reflecting on another recent Bus & Coach show where everyone talks of sustainability, and someone buys a few electric buses, enough for maybe half of one route in one city. The environmental impact of production is never likely to be offset during the life time of the vehicle and pedestrians are left to breath in emissions from the hundred other diesel buses following on behind. But this pales into insignificance with the happenings in Egypt at COP-out 27, where 3000 attendees flew in from around the world to lecture us on sustainability! The EU recently announced the standards for Euro 7 that will be introduced in 2027 for diesel vehicles. They include, for the first-time, emission levels from brakes and tyres, as they apparently release greater amounts of harmful particles into the atmosphere than diesel. However, no mention of applying the new brake and tyre standards to electric or hydrogen vehicles.

In the meantime, Stagecoach for its 2023 new vehicle orders has taken the sensible decision to continue purchasing conventional diesel buses, some of which are destined for Chichester, Portsmouth and Winchester. Should these vehicles have the longevity of current buses that will mean we should see conventional diesel buses running around our local streets until at least 2043. Interesting to know where that fits into the government zero emissions policy.

Closer to home: thinking about sustaining momentum, it is time once again to prepare for the SOC 2023 AGM. You will read in the club news section the thoughts of our chairman, Roger. We are fortunate in maintaining our membership numbers, with welcoming several new members this year, but sadly also losing one or two, a natural outcome when you consider the demographic. Numbers are slowly increasing at the monthly meetings, although not back to pre-covid level. Is it time that we are more flexible with meetings and offer occasional afternoons instead of evenings? Do we vary the location of meetings, although recent work by Roger in plotting members' locations does indicate Portchester being the central focal point for the current membership. To continue the success of the meetings and this new sheet, members need to guide the committee and editor. It is, however, important that decisions made at the AGM are fully supported by the membership, so that the positivity and camaraderie for which the club is known is not undermined. So, why not get your thinking cap on and get your suggestions into the committee, allowing time for members to give them due consideration ahead of the February meeting. Roger, David and James are waiting to hear from you.

Finally, it just remains for me to thank those members who have contributed towards the news sheet in the last year and wish the entire membership a very merry Christmas and a happy new year. *Barry*

### Help, words needed. Could you write a few words or an article for the news sheet?

From Keith Morton, a statement issued by James Freeman 6/11/22.

"I am very sad to have to pass on the news that our friend, colleague and fellow-enthusiast Pete Staples died in the early hours of this morning, Saturday 5th November.

He died of cancer, which was very far gone once discovered, but it was all very quick as his last visit to Winchester was towards the end of August, only just over two months ago.

Pete was a very long-standing member of FoKAB and an absolute stalwart of the engineering team, specialising in electrics but also handling all kinds of other jobs, as well as supporting all our activities as a driver and volunteer in all kinds of roles over the years. We will miss him very much indeed, especially the team at New Chesil Works, where he was a faithful and resourceful attender twice a week over very many years."

Pete was not only a member of FoKAB but was also a stalwart member and strong supporter of SOC. *Keith*

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

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## Club news

### A MESSAGE FROM THE CHAIRMAN

Hello everyone,

It's about time I put pen to paper to keep in touch with you all. Without pre-empting my chairman's report, I would like to say that I am pleased that the club has re-started after the pandemic interruption, and of course hope you are all keeping well. The committee is beginning its preparations for the AGM next February, and I wanted ask you if you had any topic to be added to the agenda for the club to discuss. Please let me know by phone, e-mail or letter, or let any of the committee know. We would also invite volunteers for any of the committee posts.

Our December club meeting at Portchester is the quiz, which I am looking forward to. It will be based on the BBC2 TV programme 'Only Connect'. The questions should suit most people, a mix of bus/coach knowledge, some general knowledge and a bit of geography, all fitting around PSVs. Just as we did in our Golden Anniversary year, we have invited local clubs to join us, and in recognition of the fact that many of our members also belong to other clubs we are happy for entrants to represent any club they belong to. I hope you will come along to help form one of the teams.

After welcome refreshments, from about 1945h, we will commence at 2000h to embark upon three rounds of ten questions, asking: 1) what connects four clues; 2) what comes next (fourth) in a sequence; and 3) a missing vowels round. The 4th (and last) round will be a "wall": sixteen jumbled up clues that need sorting into four groups of four. Each answer will be entered on the answer sheet from an image projected in the room – no embarrassing calling out answers, but please bring a pen or pencil with you. The question master will go through all the answers, round by round, to establish the winning team, without making public comment. In the event of a tie, we will use a tie-break question to establish the winning team. We will break for 15 to 20 minutes for (more) free refreshments (tea, coffee and biscuits), after the first two rounds. Returning to health matters, we will endeavour to keep the door and at least one opposite window open for ventilation, and have no objection to the wearing of masks.

As always, my thanks to all who have made contributions to the running of the club – in any way, even if you are exiled to north Devon – please keep it up. We always need ideas, suggestions, speakers, and news and articles for the news-sheet

Thank you

Roger Watts, Chairman.

October meeting. Roger got going this evening as he was the only one with anything and we could not stop him until 9.30pm, then most of us had a quick coffee and chat before vacating on time. *David Etheridge.*

November meeting. Open toppers were the subject for the evening. Five members showed a selection of photographs taken in various parts of the world. *Barry T.*

**2023 Photographic competition. Closing date 15<sup>th</sup> January 2023.**

**Enter a photograph taken of a PCV any time between January and December 2022.**

**Send as a jpeg or hand a print to the editor at either of the next two meeting. Voting will take place at the AGM in February.**

## 2022/23 Diary

**2nd December:** Yearly Quiz, based on BBC 2 Only Connect (watch it to understand the format). Play as a pair or individually, it will be fun!. S&DTHT will be invited and possibly other groups.

**4th January 2023:** Roger Watts New Year Address.

**1st February 2023:** AGM

**MONDAY 10th MARCH 2023:** Joint meeting with Southampton & District Transport Heritage Trust at Woolston.

*If anyone has any suggestions for meetings please get in touch with James or Roger.*

## John Bulman's Morris Travel Optares



YJ59 NPX

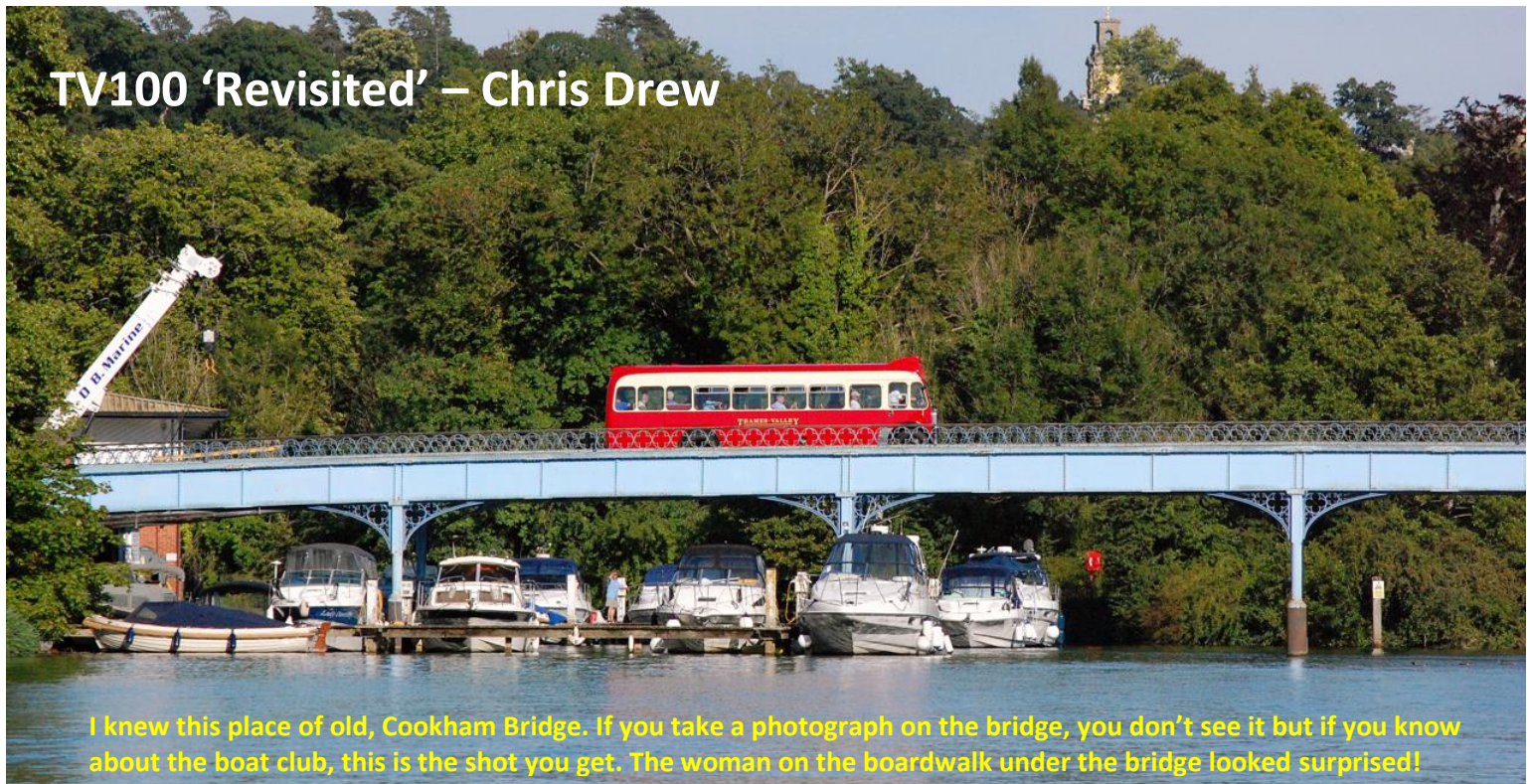


MX06 ACO



YN04 LXX

## TV100 'Revisited' – Chris Drew



The Thames Valley centennial celebrations were meant to happen in 2020 but people had their minds on other problems at that time so it was decided to move it on a year and call it '+1'

When the time came for '+1' the following year, the relaxation on passenger numbers hadn't happened and it was not feasible to operate a service carrying so few people, so it was put off for another year.

The Thames Valley & Great Western Omnibus Trust hereafter to be known as TV&GWOT planned to run what they called, TV100 'Revisited' on the 10th July. Even this nearly didn't happen.

The plan was to run three buses, Bristol K 446, Bristol LL 556 and the Tilling Stevens. After hearing the weather forecast for the day, which was for it to be a scorcher, they decided to leave out the Tilling Stevens because although ordinarily it's a very good runner, in hot weather with a good load up and a petrol engine, it was considered not worth putting a strain on it and not taking the chance of damaging such a precious machine. The other problem was with the route. Thames Valley not only worked large towns like Reading and Maidenhead and the A roads connecting them, they also ran some scenic back roads north of Newbury and in the Sonning area. The council in their wisdom decided this was the day they were going to close roads in those areas for road works at what turned out to be very short notice. So much so, members of TV&GWOT were out in the country trying to find ways around the problem up to 10pm on the previous evening before the run. In the end, this couldn't be resolved so more main road running had to be driven. A new map was drawn up. This arrived with me at midnight and there after, I set too and fired up the 'Streetview'.

Below left: Wall-to-wall sunshine, blue skies and the temperature rising all day. Bristol K 446 racing along the A4 near Theale.

Below right: Bristol LL 556 passing the slightly singed grass and strange three legged tree near Mill End.

Far right: There were still a number of people who were taking photographs on the bridge, many were tourists proving that an old red bus can still turn heads.

An interesting point, the Bristol K carries blinds set for the 30 route. That route used to go over Cookham Bridge on its way to Windsor.





28th August Provincial Society Ride & Dive weekend. The Cougar was used for all services.

The set up at the Dive Museum at No.2 gun battery, Stokes Bay.



Far left: At the Dive Museum with the barque 'Tenacious' setting sail for St. Malo in the background. Left: Passing the St Mary's Church, Alverstoke.

I was working on the Provincial Society stall all day so hardly took any shots, in fact only the two below, a couple of quartets as it happens. If you're interested in moving to the coast, there will be some luxury flats for sale at Fort Gikicker, (behind the Nationals) in a few years.



### March 1933 - PORTSMOUTH TO REPLACE TRAMS BY TROLLEY-BUSES.

PORTSMOUTH City Council is recommended to adopt a policy of the gradual replacement of the tramways by trolley-buses. It is suggested that a service of trolley-buses should be put into operation from the South Parade Pier to Cosham, and that tenders should be obtained for the supply of vehicles.

Alderman Sir John Timpson, the chairman of the tramways committee, stated at a meeting, last week, that the tramcar operating cost per mile was 12/2d., the comparative figure for a trolley-bus being 10/6d.

## Researching T.S. Phipps t/a Netley Motor Works Ltd (Royal Victoria). Graham Starke

I have been compiling a fleet list for the above did some extra digging on old Netley Abbey web sites and came up with the following. If anybody can add to the information, I would be pleased to hear from you.

Registration	Chassis	Body	Seating	In	Out
CR 5479	Ford T		B20F	1920	Nov-26
HO 9338	Ford T		B20F		Nov-26
AJ 8600	Vulcan	Paine & Frampton	B20F	1922	Nov-26
	Vulcan	Paine & Frampton	B20F		Nov-26
TR 1264	Berliet VMB	Paine & Frampton	B20F	1925	Nov-26
GB 7332	Berliet VMB	Paine & Frampton	B20F	1924	Nov-26
XA 1570	Crossley		Ch14		Nov-26
	Crossley		Ch14		Nov-26
	Leyland		Ch26		Nov-26
	Daimler		Ch23		Nov-26
	Thornycroft		Ch26		Nov-26
plus six other Ford Ts.					
To Hants & Dorset November 1926					
EL 8772	Daimler Y	Dodson	28		Sep-30

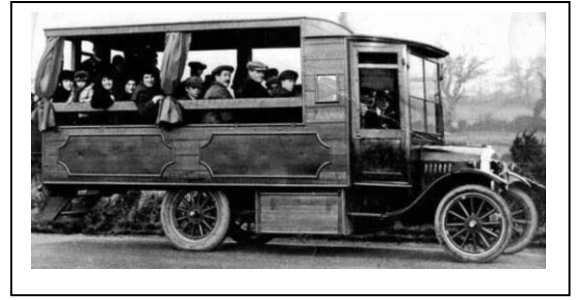
Kelly's trade directory 1920 list T Phipps at Netley Motor Works.

Derek writes -

**"I grew up in Netley in the 1950s and early 1960s living at No 50 Victoria Road.**

**My Grandfather, Thomas Samuel Phipps (born 1868; died 09/05/1946, aged 76) started the Hamble to Woolston, via Netley, Bus Run."**

Apparently locally, the buses were called the "Biscuit Tins" because they rattled so much.



[The Phipps' Bus Company ca 1921](#)

## “Buses & Model railways – Part 28” by Adrian Willats.



Starting here with two from the Astolat Model Railway Circle’s show back in January – and no, until I looked it up, I had never heard of that name either!



Victory MRC and 7mm  
Narrow Gauge Association  
(South Downs Group)  
shows on this page.

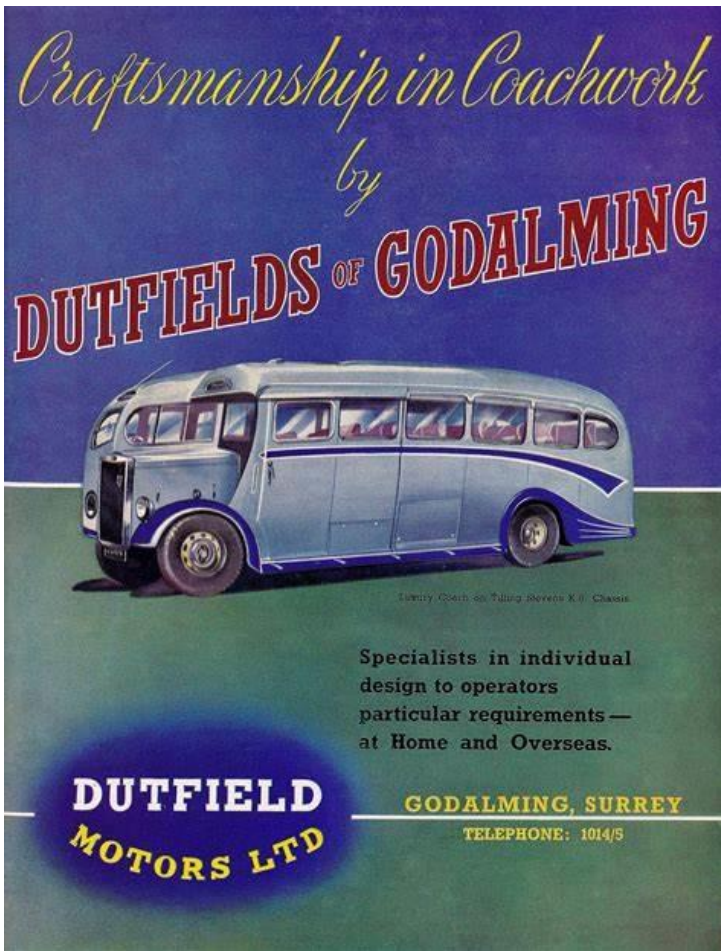


### Tales from 226 No.5

*These are short pieces of personal recollections from my time at 226 Portswood Road. I have always had a terrible memory for names, so if any reader would like to fill in the gaps or add to the recollection, I’m more than happy to print the information. Barry T.*

Fancy a pint lunchtime? Unthinkable in today’s working environment, especially for driving staff, but back in the day no problem. On the ground floor of 226 was a social club bar, consisting of a small lounge and a second room with two full size snooker tables and a slot machine, manned by a full-time steward (name forgotten) and open lunchtimes and throughout the evening. For those of us in the office this was ideal, lunch breaks were 1¼ hours, plenty of time for a game of snooker and a couple of pints. The slot machine was a magnet for some, many a time platform staff, between duties, could be seen ‘dipping’ their hand in the cash bag and feeding the pennies into the slot. Rewards were few and I can vividly remember on one occasion two conductresses in tears having realised how much of their morning’s takings had disappeared into the machine.

## DUTFIELD MOTORS LTD. Roger Watts



Dutfield Motors Ltd., a Rootes Group dealer, was established in September 1947 at Portsmouth Road, Godalming, as a subsidiary of the long-standing haulage company, H. & G. Dutfield Ltd. (that limited company had been formed in the 1920s, and had been in road haulage since the mid-1880s). The new Dutfield Motors company had a bodyshop which built bodywork for goods vehicles. Coachbuilding (i.e. building bodies for passenger vehicles) started in 1948 and was a result of the purchase of another old established Godalming company, Hogger Motor Bodies Ltd. Hoggers had established, but not built, some designs for a coach body, and those designs were acquired with the Hogger business. In fact, John Bennett (Croydon) Ltd, had ordered three new, forward-entrance, 33-seat coach bodies for some Leyland Tiger TS4 coaches which needed rebodging, from Hoggers, but by the time they were delivered, in April and May 1948, the business had become Dutfield. These were OY 2576, OY 2575 and OY 2568. The original road haulage business had passed to British Road Services as H.& G. Dutfield (B.T.C.) Ltd.

Coachbuilding was carried out on a variety of chassis, but the fortunes of Dutfield Motors were closely linked with those of Tilling-Stevens which also produced the Vulcan chassis. Dutfields secured a contract for bodying the Tilling-Stevens K-series chassis, and consequently much of its output was on that chassis make. About four or five bodies a month were produced at that time – mostly for the Tilling-Stevens contract.

Completed vehicles were returned to the Tilling-Stevens works at Maidstone for acceptance, testing and delivery to the operator. A chassis might cost between £1850 and £2000, and the body would add a further £2250 to the price of the vehicle.

When the Vulcan 6PF chassis was introduced, Dutfield Motors was asked to produce a lightweight body ready for the 1948 Commercial Motor Show. This it did, both bus and coach versions being built, and the coach version sold well to small operators. Mr. Edward G. Dutfield, managing director, knew that export sales would be good for his business, and developed an appropriate bus body for use in Portugal on Vulcan chassis. Dutfield Motors' busiest years were 1949 and 1950, at its peak turning out about eight bodies per month.

One other concern had a similar contract at that time – Associated Deliveries Ltd. of Theale, near Reading. That business was a subsidiary of biscuit maker Huntley and Palmers and was responsible for that firm's transport fleet. Coachbuilding was started after the war and vehicles were sold under the trade name 'Theale'. During 1949 it became apparent that the Dutfield Godalming works was becoming quite cramped and arrangements were concluded on 1/4/1950 for the purchase of the bodybuilding side of the Associated Deliveries business, including the Theale premises. Henceforth, all production was gradually transferred to Theale and all bodies, regardless of the place of build, were sold as Dutfield, the Theale name being dropped. The two firms' products were of almost identical design as a result of Tilling-Stevens having to approve all designs.

A further change in the organisation of the company took place in late 1950. Neath & Cardiff had owned the Longford Manufacturing and Coachbuilding Company Ltd. at Neath and this works came on to the market. Commercial Motor of 17/11/1950 announced that a merger of their production interests in bodybuilding had been effected between Dutfield Motors Ltd. and the Longford Manufacturing and Coachbuilding Co. Ltd. The products of the two organisations will be marketed by a new company, Dutfield Longford Coachworks Ltd. Dutfield Motors Ltd. will transfer some of its coachbuilding staff to the Longford works at Neath and there will be complete amalgamation of design and production. Mr. H.T. Dutfield is chairman of the new concern and joins the board of the Longford company.

However, in 1951 a significant event occurred which was to have a profound effect on the company's fortunes. The Rootes group acquired the Tilling-Stevens and Vulcan business, but had its own goods vehicle builders, Commer and Karrier. After a short time, it closed down Tilling-Stevens and Vulcan production, using the Maidstone works for production of engines, particularly the TS3 instead. This left a large gap in the company's manufacturing capacity – a gap which was never filled, and it too closed down.

Production of bodywork finally ceased in 1953.

During the short period of bodybuilding Dutfield Motors produced bodies on chassis by: AEC, Albion, Bristol, Commer, Crossley, Foden, Leyland, Tilling-Stevens and Vulcan. The only Dutfield-bodied vehicles to enter service with a Tilling/BTC-owned fleet were the five Bristol L6B examples for Hants & Dorset Motor Services Ltd (HRU 451-5), which were delivered in the last few months of 1948. Apparently, H&D was so impressed by the quality of the example on display at the 1948 Commercial Motor Show that it ordered the five coaches from Dutfield rather than its usual supplier at the time: Beadle. They were new as 30-seat touring coaches, later being relegated to stage-carriage duties in true Hants & Dorset form. Two were rebuilt by H&D with full fronts and 31 seats in June 1958. The last Dutfield-bodied vehicle, one of the rebuilds, left H&D in 1962, some two years after the last unrebuilt example. With regard to BET-owned companies, Neath & Cardiff owned several batches of AEC Regal IVs with Dutfield-Longford bodywork:

The following extract was copied from 'The A – Z of British Bus Bodies':

"Dutfield Motors Ltd. was established in September 1947 at Portsmouth Road, Godalming; by July 1948 it was building one of its standard coach bodies a week and had also attracted export orders. These bodies were clearly inspired by Duple designs. Many Dutfield bodies in the late 1940s were on Tilling-Stevens chassis and the two companies had a joint sales organisation.

The home market Dutfield body seems to have been known as the Hogger and was of composite construction with aluminium and steel panels on oak and ash frames. However, Hogger was also the name of a company with which Dutfield had links – from about 1949. Associated Deliveries, Dutfield, Hogger, Longford and Theale (q.q.v.) all seem to have worked together as a loose consortium of smaller coachbuilders.

Dutfield lasted only until 1950 in its original form, merging with Longford Coachworks of Neath and becoming Dutfield Longford Coachworks Ltd. Its registered premises were then in Reading, although the Godalming and Neath works both seem to have remained open. The company built a 32-seater coach for house of Watlington on Commer Avenger chassis in 1950, but probably closed down shortly afterwards."

From 'The Commercial Motor' Archive:

CM 13/7/1945 p.23: Death of Mr. George A. Dutfield, J.P., a director of H. & G. Dutfield Ltd., and brother of Mr. Henry T. Dutfield.

CM 2/11/1945 p.22: Colonel E.G. Dutfield, only son of Mr. H.T. Dutfield, chairman of the R.H.A., has returned from Burma, and rejoined H. & G. Dutfield Ltd., of which concern he is a director. He was commanding the 76th A.A. Regiment.

CM 7/2/1947 p.34: Mr. H.T. Dutfield was chairman of the R.H.A.

CM 27/2/1948 p.40: Mr. Henry Dutfield despite opposing nationalisation when at the R.H.A. is now a member of the Road Transport Executive. (poacher turned gamekeeper).

CM 12/3/1948 p.32: As above

CM 2/4/1948 p.35: A defence for Mr Henry Dutfield.

CM 11/3/1949 p.10: Four new Tyresoles factories have been opened. One of the new plants is operated by Dutfield Motors Ltd., Portsmouth Road, Godalming.

CM 1/7/1949 p.4: Mr. H.T. Dutfield's appointment to the Road Haulage Executive announced in parliament: - part-time, £750 per annum, to terminate on 30/9/1950.

CM 31/3/1950 p.33: Bodybuilders' Merger. With effect from 1/4/1950 Dutfield Motors Ltd., Godalming will take over Messrs. Theale Bodyworks, previously run by Associated Deliveries Ltd., Reading.

Messrs. Theale have been principally engaged in the production of coaches on Tilling-Stevens chassis. Dutfield Motors Ltd. also specialises in this sphere, and the amalgamation will promote standardisation.

Dutfield Motors Ltd. states that it is able to give three to four weeks' delivery on Tilling-Stevens standard 33-seaters and Vulcan 29-seaters and 31-seaters.

CM 22/9/1950 p.146: Owing to severe limitations of space inside Earls Court a larger number of vehicles is being displayed outside, including:- Dutfield (one vehicle); Tilling-Stevens (one); Longford Manufacturing and Coachbuilding (one tilling-Stevens coach).

CM 17/11/1950 p.37: DUTFIELD-LONGFORD MERGER A merger of their production interests in bodybuilding has been effected between Dutfield Motors Ltd. and the Longford Manufacturing and Coachbuilding Co. Ltd. The products of the two organisations will be marketed by a new company, Dutfield Longford Coachworks Ltd.

Dutfield Motors Ltd. will transfer some of its coachbuilding staff to the Longford works at Neath and there will be complete amalgamation of design and production.

Mr. H.T. Dutfield is chairman of the new concern and joins the board of the Longford company.

CM 4/6/1954 p.39: A reference to a Mr. P.S. Gibbs having been on the engineering staff of H. & G. Dutfield Ltd. before they were acquired by the British Transport Commission.

CM 25/7/1975 p.20: The Worshipful Company of Carmen gave an address last week at St. Stephen's church, Wallbrook, EC2, to the late Henry T. Dutfield. Mr. Dutfield was, in fact, a cockney, born at East Smithfield, and in 1900 had joined his brother George in the family business, which became one of the largest haulage firms in Britain. A leading member of the London Cartage Association, he had become the first chairman of the Road Haulage Association for an extended three-year term, was a Fellow of the CIT and at the time of his death the president of the Transport Managers' Club. Last year the Worshipful Company of Carmen, said Mr. Quick Smith, had awarded Mr. Dutfield the title Father of the Company.



# OPERATOR NEWS

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

## ALTONIAN COACHES, Hedge End

PH1089686 SI Director(s): Philip Karl Higgs.

1 The Hide Market, West Street, Bristol, BS2 0BH. New operating centre, WHOLESale FRUIT CENTRE, ALBERT CRESCENT, BRISTOL, BS2 0YQ. Authorisation for 5 vehicles.

Decrease at existing operating centre: UNIT 2 GROVE FARM, UPPER NORTHAM DRIVE, HEDGE END, SOUTHAMPTON, SO30 4BG New authorisation for 5 vehicles.

Vehicles in: P6 WLT (YN08 HYT), Scania N230UD/East Lancs; YX68 URF/YX19 ONS, AD E20D.

## BAILEY'S, Southsea

MAN NL273F, Wright Meridian (B44F) new to Whitelaws. Now with Withers Coachlines, New Zealand.

## BEAT THE STREET, Romsey

New Y28 BTS, Setra S531DT.

## BLUESTAR

6<sup>th</sup> October. Four teenage boys have been arrested after a bus was stolen. The bus was taken while empty at about 16:55 on Palmerston Road in Southampton, and driven a short distance before "it came to a stop", Hampshire Constabulary said.

Three 15-year-old boys and a 13-year-old boy, all from Southampton, have been arrested on suspicion of theft of a motor vehicle.

Photographed in the Unilink parking area Wright Electroliner LY71 GJE (*David Etheridge*)



## Christmas services

Friday 23 December, normal Friday timetables.

Christmas Eve, normal Saturday service on all routes except for B\*17 & B\*18 which will run every 12 minutes during the day with slightly reduced service in the morning and buses reduced in the evening to every 30 minutes earlier than usual. Bluestar 16 will operate a normal Saturday service except the bus at 21:55 from Bargate Street will not run.

Christmas Day, special timetables on Bluestar 1X, Bluestar 17X and Bluestar 18X - special fares will apply\*

Boxing Day, Sunday timetables on all routes except Bluestar 6 will not run.

Tuesday 27 December, Sunday timetables on all routes

Wednesday 28 December, a Saturday service on all routes except Bluestar 6, 35, 39, X7/X7R, H1 & H2 which will run a normal Wednesday timetable. Extra morning journeys will run on Bluestar 5, 0705 Eastleigh to Romsey & 0745 Romsey to Eastleigh.

Thursday 29 December, a Saturday service on all routes except Bluestar 6, 35, 36, X7/X7R, T3 & T4 which will run a normal Thursday timetable. Extra morning journeys will run on Bluestar 5, 0705 Eastleigh to Romsey & 0745 Romsey to Eastleigh.

Friday 30 December, a Saturday service on all routes except Bluestar 6, 35, 39, X7/X7R, H1 & H2 which will run a normal Friday timetable. Extra morning journeys will run on Bluestar 5, 0705 Eastleigh to Romsey & 0745 Romsey to Eastleigh.

New Year's Eve, normal Saturday timetables

New Year's Day, Sunday service on Bluestar 1, 2, 4, 7, 16 & Quay connect. A special service on Bluestar 9, 12, 17 & 18 (full details to follow). No other routes will run.

Monday 2 January, Sunday timetables on all routes

Tuesday 3 January, back to normal services

Special Christmas Day Fares will apply.

## COACH EVENTS (Mayflower), Hedge End

In YN06 NXP, Scania L94UB/Wright.

## FIRST BUS

Route One Awards Large operator (over 150 vehicles)

MANAGER OF THE YEAR, Marc Reddy, First Hampshire, Dorset & Berkshire.

Fleet news 30/10/22 47594 from Hoeford to

Weymouth/Birdport and 47609 from Southampton to Weymouth. *Shaun Daniels*

## GARD, Southampton

New operating centre: UNIT 3-4, 188-194 EMPRESS ROAD, SOUTHAMPTON,

SO14 0JY, authorisation for 2 vehicles. Removed operating centre: XELABUS, EASTLEIGH.

Minilink 14 has now been withdrawn, leaving Chartwell Green with First City Red 8. The 13A remains weekends only until 30th October, after which it is still scheduled to become a daily service.

## HAMPSHIRE

A revised transport plan has been issued and can be viewed at [Hampshire-BSIP.pdf \(hants.gov.uk\)](https://hants.gov.uk/Hampshire-BSIP.pdf)

## HURSLEY COACHES (Doug Jones)

Fleet list added to the SOC website.

## LUCKETTS, Fareham

New, BG22 NTD/F, BV72 YBB Mercedes Benz Tourismo M2 C53Ft. BV72 YBA Mercedes Benz Tourismo L C61F.

Vehicles in: WJ16 OHU, YT65 BYL, YS65 ATN, YT65 BYF.

Vehicles out:: YN10 EOP, HY04 GDK.

Ex Dennis Javelin/Plaxton YR52 MDV for sale £1220.00.

Looks like they've got at least two of these Mercs, as BV72 YBA happened to pop up in front of my camera, *Matt Forbes*.



### MEON VALLEY COMMUNITY BUS

CB1605/B906 Operating between Winchester and Soberton given service name Winchester.

Effective date 31 October 2022. To amend timetable

CB1605/B905 Operating between Waterlooville and West Meon given service name

Waterlooville. Effective date 31 October 2022. To amend timetable

CB1605/B904 Operating between Petersfield and Soberton given service name Petersfield.

Effective date 31 October 2022. To amend route and timetable

CB1605/B1656 Operating between Hedge End and West Meon given service name Hedge End.

Effective date 31 October 2022. To amend timetable

CB1605/B845 Operating between Fareham and West Meon given service name Fareham.

Effective date 31 October 2022. To amend timetable.

CB1605/B1655 Operating between Whiteley and West Meon given service name Whiteley.

Effective date 31 October 2022

### NETLEY MOTORS

Fleet list added to the SOC website.

### PORTSMOUTH CITY COACHES (supplied by Mike Elkin)

New to fleet are YN17 OOF/H/U All Scania K400 Interlink, C49FT, new to Anderson, Bermondsey.

Disposals

OU59 AVE (ex K777 SSE) - Irizar UK (dealer)

TO63 OXF (ex ORV 992) - Irizar UK (dealer)

FD02 SDY (ex M300 ELK) - Nottingham Heritage Vehicles Charity (Preservation)

### PRINCESS Southampton

Sold, YN08 OCM Scania K310IB4/Irizar.

### SOUTHAMPTON

New road layout in Portswood. Some 12,000 journeys a day in Southampton may have to detour as Southampton City Council plans to make part of a major high street bus-only. In recent surveys over 50 per cent said they walked to Broadway, with a further 22 per cent travelling by bus. "The bus-only section would be at 'some point between' Westbridge Road and Highfield Lane but changes would include St Denys Road and Lodge Road/ Portswood Road Junction.

### STAGECOACH SOUTH

3<sup>rd</sup> November: Stagecoach Winchester announced that services to and from the city were subject to delays and cancellations due to flooding and fallen trees across the district. Drivers had faced particularly bad delays in the Romsey Road and Battery Hill area. Services 5, 66, and the park and ride experienced delays. All 'Spring' services were diverted via Bedfield Lane due to the A34 underpass in Worthy Lane being flooding and cars trapped in the water. Buses served Springvale Estate, Lovedon Lane then Nations Hill returning via Bedfield Lane at present. To make matters worse, a broken-down vehicle further compounded the situation. Also reported that due to a vehicle breakdown, and a replacement vehicle still being held due to a fallen tree in the Romsey area, the 7.35am 68 service from Salisbury to Winchester did not operate. Stagecoach faced similar issues with its services in Basingstoke and Farnborough.

Stagecoach has ordered 200 Enviro400 double-deckers from Alexander Dennis for its provincial operations in England. They are to be delivered in 2023 and represent an investment of around £50m, the group says. Some buses will be added to Stagecoach fleets in Chichester, Portsmouth and Winchester.

### WHEELERS Southampton

New, GT72 WTL Volvo B8R/Plaxton C57FLt.

In PO17 EKB, MAN 19.290/Mobi; YJ19 AXF, Van Hool EX15M.

Out SN57 GMV (H10 WTL), Volvo B9TL/Wright; WF63 LTJ, VDL FHD2-129.

### WINCHESTER

An extended Christmas Park & Ride service runs from Friday 18 November until Thursday 22 December 2022. Monday to Saturday at least every 10 minutes until 6pm then every 30 minutes until the last bus at 8.30pm. Free Sunday Shuttle to The Broadway from East Park & Ride car parks during the Christmas period. There are no Sunday services from South P&R or Pitt P&R.

### XELABUS, Eastleigh

L8/9 XEL (CN11 FBC/D) now with Central Connect, Royston via Ensign.

Re-registrations SK72 CWJ to GB72 XEL, SK72 CWL to PB72 XEL.

Disruptive start for Xelabus service 532 for Kings' School students in Colden Common. The bus service has been criticised for poor punctuality, miscommunication and overcrowding but the operator claims issues have been resolved. The Xelabus school bus from Colden Common to Kings' School was forced to change its timetable after kids were late to lessons due to unforeseen traffic levels through Twyford causing delays of up to half an hour. As well as congestion, pupils and parents have noted that buses have been overcrowded with children "unsafely standing up on stairs", according to one pupil.

PH2037975/5

YELLOW COACHES LTD, UNIT 10, BARTON PARK, CHICKENHALL LANE, EASTLEIGH, SO50 6RR

Operating between Talbot View, Winston Avenue and Kinson given service number 36 effective from 17 October 2022. To amend Route

**First Bus allocations.**

**Empress Road**

35204 SL16 RDZ; 35206 SL16 RFE; 35212 SL16 RFX; 47412 SK63 KLS; 47595 SN14 FEU; 47596 SN14 FEV; 47597 SN14 FEX; 47598 SN14 FFA; 47599 SN14 FFC; 47600 SN14 FFD; 47601 SN14 FFE; 47602 SN14 FFG; 47604 SN14 FFJ; 47605 SN14 FFK; 47606 SN14 FFL; 47607 SN14 FFM; 47608 SN14 FFO; 47610 SN14 FFR; 47611 SN14 FFS; 47612 SN14 FFT; 47665 SN15 ACF; 47666 SN15 ACJ; 47667 SN15 ACO; 47668 SN15 ACU; 47669 SN15 ACV; 47670 SN15 ACX; 47671 SN15 ACY; 47672 SN15 ACZ; 47686 SL15 RVZ; 47687 SL15 RWE; 47688 SL15 RWF; 47689 SL15 RWJ; 47690 SL15 RWK; 47691 SL15 RWN; 47692 SL15 RWO; 47693 SL15 RWU; 47694 SL15 RWV; 47695 SL15 RWW; 63048 SK63 KHZ; 63049 SK63 KJA; 63050 SK63 KJE; 63051 SK63 KJF; 63052 SK63 KJG; 63054 SK63 KJO; 63055 SK63 KJU; 63056 SK63 KJV; 63057 SK63 KJX; 63058 SK63 KJY; 63059 SK63 KJZ; 63060 SK63 KKA; 63066 SK63 KKG; 66882 MX55 HHR; 66901 MX55 FFM.

**Hilsea**

33704 SN12 AHL; 33730 SN12 AMK; 33735 SN12 ANF; 33895 SN14 TPZ; 33896 SN14 TRV; 33897 SN14 TRX; 44916 YX09 AHC; 44917 YX09 AHD; 47405 SK63 KLE; 47407 SK63 KLJ; 47414 SK63 KLV; 47415 SK63 KLX; 47416 SK63 KLZ; 47417 SK63 KMA; 47418 SK63 KME; 47419 SK63 KMF; 47420 SK63 KMG; 47573 SN14 EBG; 47574 SN14 EBJ; 47575 SN14 EBK; 47576 SN14 EBL; 47577 SN14 EBM; 47578 SN14 EBO; 47579 SN14 EBP; 47580 SN14 EBU; 47581 SN14 EBV; 47582 SN14 EBX; 47583 SN14 EBZ; 47584 SN14 ECA; 47585 SN14 ECC; 47586 SN14 ECD; 47587 SN14 ECE; 53608 YJ14 BKN; 53609 YJ14 BKO; 63432 SV22 XMA; 63433 SV22 XMB; 67182 YX66 WBY; 67183 YX66 WBZ; 67184 YX66 WCA; 67185 YX66 WCC; 67186 YX66 WCD; 67187 YX66 WCE; 67188 YX66 WCG; 67198 YX67 UZC; 67199 YX67 UZD; 67200 YX67 UZE; 67261 YX69 NPK; 67262 YX69 NPN; 67263 YX69 NPO; 67264 YX69 NPP; 67265 YX69 NPU; 67266 YX69 NPV; 67267 YX69 NPY; 67268 YX69 NPZ; 67269 YX69 NRY; 67270 YX69 NRZ; 67271 YX69 NSE; 67272 YX69 NSF; 67273 YX69 NSJ; 67274 YX69 NSK; 67275 YX69 NSN; 67276 YX69 NSO; 67277 YX69 NSU; 67278 YX69 NSV; 67279 YX69 NSY; 67280 YX69 NSZ; 67281 YX69 NTV; 67282 YX69 NTY; 67283 YX69 NUA; 67284 YX69 NUB.

**Hoeford**

33734 SN12 AMX; 36100 LX60 DXB; 37338 WX57 HKW; 37344 WX57 HLE; 37348 WX57 HLJ; 37580 HX08 DHL; 37581 HX08 DHF; 37585 HX08 DHY; 37586 HX08 DHJ; 47406 SK63 KLF; 47413 SK63 KLU; 47422 SK63 KMM; 47423 SK63 KMO; 47424 SK63 KMU; 47425 SK63 KMV; 47426 SK63 KMX; 47431 SK63 KNC; 47432 SK63 KND; 47433 SK63 KNE; 47434 SK63 KNF; 47588 SN14 ECF; 47589 SN14 ECJ; 47590 SN14 ECT; 47591 SN14 ECV; 47592 SN14 ECW; 47593 SN14 ECX; 53601 YJ14 BKA; 53602 YJ14 BKD; 63042 SK63 KHT; 63043 SK63 KHU; 63044 SK63 KHV; 63067 SK63 KKH; 63186 SN14 DXE; 63296 SN65 OKW; 63297 SN65 OKX; 63298 SN65 OKZ; 63299 SN65 OLA; 63300 SN65 OLB; 63301 SN65 OLC; 63302 SN65 OLE; 63303 SN65 OLG; 63304 SN65 OLH; 63305 SN65 OLJ; 63306 SN65 OLK; 63307 SN65 OLM; 63308 SN65 OLO; 63309 SN65 OLP; 63310 SN65 OLR; 63311 SN65 OLT; 63312 SN65 OLU; 63370 SL16 RAX; 63372 SL16 RBO; 63373 SL16 RBU; 63374 SL16 RBV; 63375 SL16 RBX; 63381 SL16 RCV; 63383 SL16 RCY; 63401 SV22 UZC; 63402 SV22 UZD; 63403 SV22 UZE; 63404 SV22 UZF; 63405 SV22 UZG; 63406 SV22 UZH; 63407 SV22 UZI; 63408 SV22 UZK; 63409 SV22 VWN; 63410 SV22 VWO; 63411 SV22 VWP; 63412 SV22 VWR; 63413 SV22 VWS; 63414 SV22 VWT; 63415 SV22 VWU; 63416 SV22 VWW; 63417 SV22 VWX; 63418 SV22 VWY; 63419 SV22 VXA; 63420 SV22 VXB; 66956 WX55 TZT.

**The Geoff Burrows Collection.** Chris Drew takes a look through the photographic collection of the former SOC chairman.



**South Shields**

Or though the bus in this picture is unidentifiable, it can only be one of three supplied to South Shields Corporation. They were Daimler COG5s with Northern Coachbuilders bodywork to a design similar to the Weymann bodied version delivered a few years before. One of them had been fitted with a gas holder on its roof by NCB and as might be expected was not as spritely as the other two.

On further examination, the area in the photograph was the Market Place which was devastated by the Luftwaffe on the night of the 2nd October 1941.

**Service changes 2022.** For the third year running David Etheridge has keep us up-to-date with service changes happening in the Solent area and as per the previous years I have consolidated the information into a full year round up. This month's information has been added in red. I would like to thank David for his sterling work over the last three years and hope it might continue for the foreseeable future. *Ed.*

### **Public Transport Usage Post Pandemic and Changes to the Solent Bus Network.**

From the DfT published data for mid-November the Mon to Sat usage of buses outside London had risen to around 90% of the pre-pandemic level, on Sundays the usage had recovered to pre-pandemic levels. Interestingly during the October half term week usage Mon to Fri was only around 76% so the weekday recovery seems to be educational travel led.

In London usage is around 85% Mon to Fri and Sundays including the half term week, Saturday usage is back to Pre-pandemic levels.

National Rail has recovered to around 85% of pre-pandemic usage but the London Underground is only managing 75%.

Overall traffic levels remain just below pre-pandemic levels on weekdays (98%) but slightly above weekends (103%). Cycling which had been showing growth during the summer dropped back to pre-pandemic levels during November as the colder weather and darker evenings arrived.

By monitoring web sites, Traveline and other information that came my way here is a list of changes to Solent area bus services between late October 2022 and mid-December 2022.

#### **Cresta.**

63 Owslebury – Winchester: 21/11 new service with limited journeys Mondays and Thursdays.

240 Ropley – New Alresford: 21/11 new service with limited journeys Mondays and Thursdays

#### **First Bus Portsmouth/Fareham.**

1 Southsea – The Hard: 04/12 Earlier start Mon to Sat and late buses Fri and Sat nights.

2 The Hard – Paulsgrove: 04/09 Mon to Fri frequency increased from every 12min to every 10 min. 04/12 Earlier start Mon to Sat and late buses Fri and Sat nights.

3 Fareham – Portsmouth: 04/12 Earlier start Mon to Sat and late buses Fri and Sat nights.

X4 Portsmouth – Southampton: 16/10 minor retiming Mon to Fri, up to ten minutes extra running time added Sat & Sun for reliability.

X5 Gosport – Southampton: 16/10 minor retiming Mon to Fri, up to eleven minutes extra running time added Sat & Sun for reliability.

7 Portsmouth – Wecock Farm 16/1 Mon to Fri pm peak reduced frequency from 15min to 20min, Sunday frequency reduced from 20min to 30min. 04/09 service 7C journeys between the Hard and South Downs College withdrawn and replaced by diverted service 7 journeys College days. 16/10 minor retiming Mon to Fri peaks. 04/12 Earlier start Mon to Sat and late buses Fri and Sat nights.

8 Southsea – Clanfield 16/1 minor retiming for punctuality. 16/10 minor retiming Mon to Sun. 04/12 Earlier start Mon to Sat and late buses Fri and Sat nights.

12 Tipnor – Fratton: 19/9 diverted via Stamshaw Road and Kingston Cres south bound and Twyford Ave north bound for three weeks while Gladys Avenue is closed.

18 Paulsgrove – Southsea 16/1 Mon to Fri frequency reduced from 30min to 35min. 19/9 diverted via London Road for three weeks while Gladys Avenue is closed. 04/12 Earlier start Mon to Sat.

20 Fareham – Wickham: 29/5 Hail and Ride section introduced at Hill Park between Marlow Close stop and junction of Hill Park Road / Highlands Road.

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

28, 28A Fareham – Whiteley: 10/4 removal of timing point at Segensworth West and 06.50 M-F ex Fareham extended to Swanwick Station.

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

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

E1, E2 Fareham – Gosport 5/12 rerouted to use BRT extension to Rowner Road. 16/1 Mon to Sat frequency increased from 12min to 10min, Sunday frequency reduced from 12min to 15min. 10/7 Mon to Fri frequency increased from every 10min to every 8min.

F2 Fareham – Highlands: 16/10 reduced from five journeys Mon to Fri to three, the Saturday service of four journeys withdrawn.

F3 Fareham – Portchester: 16/10 service withdrawn.

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

#### **First Bus Southampton.**

1 Southampton – Calmore 12/12 Mon to Sat frequency reduced from every 20min to every 30min with service start 90min later Mon to Fri and 120min later on Sat, service end 60min earlier Mon to Fri and 90min earlier Sat. Sunday service withdrawn.

2 Southampton – Millbrook 12/12 service extended from Southampton to Weston to replace service 11. Sat frequency increased from every 15min to every 12min and service end 90min later Sat and 60min later Sun

3 Lordshill – Thornhill 12/12 Mon to Fri frequency reduced from every 10min to every 12min. Sun service end 30min earlier. 4/1 diverted due to closure of Coxford Road north bound for 21 weeks. 30/10 Mon to Fri frequency increased from 12min to 10min.

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

7 Southampton – Townhill Park 12/12 Sat frequency reduced from every 12min to every 15 min with service start 45 mins

earlier. 24/1 diverted for 12 weeks due to closure of St Mary's Road. 21/8 rerouted in Portswood for fifteen weeks due to east bound closure of St Denys Road between Portswood Broadway and Thomas Lewis Way.

11/9 revised timetable with extra running time during the remainder of the works on St Denys Road for reliability.

**30/10 Mon to Fri frequency reduced from 12min to 15min.**

**8 Southampton – Hedge End:** 04/09 retimed for reliability and start point in Southampton moved from Pound Tree Road to Vincent's Walk. **30/10 service extended from Southampton City Centre to Aldermoor via General Hospital with later finish on Saturdays and Sundays, no frequency change.**

**9 Southampton – Sholing 12/12 Mon to Sat frequency reduced from every 38min to every 75min. 30/10 rerouted in Sholing and frequency increased from 75min to 60min.**

**11 Southampton – Weston 12/12 service cancelled and covered by extension to service 2.**

**13 Southampton – Harefield: 30/10 Mon to Fri frequency reduced from 30min to hourly with later service start and earlier finish Mon to Sat. 28/11 first two journeys Bitterne to Harefield back started from City Centre.**

**M1 Southampton – Marwell Zoo:** 9/4 service to restart for 2022 summer season. Season end date amended from 4/10 to 4/9.

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

**1 Southampton – Winchester 4/1 Mon to Fri frequency reduced from every 15min to every 20min, Sat frequency reduced from every 15min to every 30min. 5/3 frequency increase Sat from every 30min to 20min.**

**2 Southampton – Fair Oak 4/1 Mon to Fri frequency reduced from every 15min to every 20min, Sat frequency reduced from 15min to 30min, service end 60min later Mon to Sat. 28/2 frequency increase Mon to Fri from every 20min to 15min, Sat from every 30min to 20min. 29/5 Mon to Fri am Boorley Green to Southampton journey to start from new Boorley Park Estate,**

**3 Southampton – Eastleigh: 29/5 All journeys diverted to serve new Boorley Park estate with minor retiming.**

**4 Southampton – Romsey 20/12 07.55 Mon-Fri Southampton to Romsey retimed.**

**8 Southampton – Calshot 4/1 Mon to Sat service to terminate at Hythe.**

**9 Southampton – Langley / Fawley 4/1 Mon to Sat Fawley journeys extended to Calshot to replace truncated service 8.**

**11/12 Southampton – Calmore / West Totton 4/1 Mon to Sat frequency reduced from every 10min to every 15min.**

**16 Southampton – Townhill Park 4/1 Mon to Fri frequency reduced from every 15min to every 20min, Sat frequency reduced from every 15min to every 30min. 28/2 frequency increase Mon to Fri from every 20min to 15min, Sat from every 30min to 20min.**

**17 Weston – Adanac Park 4/1 Mon to Fri frequency reduced from every 10min to every 12min, Sat frequency reduced from every 10min to every 15min. 6/2 frequency increase Mon to Fri from every 12min to 10min, Sat from every 15min to 10min.**

**18 Hightown – Millbrook 4/1 Mon to Fri frequency reduced from every 10min to every 12min, Sat frequency reduced from every 10min to every 15min. : 6/2 frequency increase**

**Mon to Fri from every 12min to 10min Sat from every 15min to 10min.**

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

**U1 NOC – Southampton Airport: 25/9 retimed for reliability.**

**U1N Southampton – Wessex Lane/Eastleigh: 29/4 Night buses Friday & Saturday evenings reintroduced.**

**U1N City Centre – Eastleigh Fri/Sat night bus: 25/9 retimed for reliability.**

**U2 Mayflower Halls – Bencroft: 25/9 retimed for reliability and Mon to Fri term time reduced from every 10min to every 12min.**

**U6 Southampton – Aldermoor: 25/9 retimed for reliability.**

**U9 Townhill Park – General Hospital: 25/9 retimed for reliability and reduced from two to one am journey, pm remains one journey.**

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

**X7/X7R Salisbury to Southampton 16/1 M-F 07.18**

Whiteparish to Salisbury suspended. 5/3 07.48 Sat Whaddon to Salisbury to operate as a PR15 beyond Petersfinger. 21/3 07.48 Sat Whaddon to Salisbury to revert to operates as a X7 throughout.

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

**38 Ringwood – Ferndown 4/1 revised timetable for long term works on A31 with service reduced from five round trips to four. 19/9 to revert to normal timetable at end of A31 roadworks with Mon to Fri increased from four to five journeys.**

**X3 Salisbury – Ringwood – Bournemouth 4/1 revised timetable for long term works on A31, no change to frequency or spread but running time increased by up to 15mins. 28/2 minor retiming for reliability. 19/9 retimed for reliability.**

**X6 Poole – Ringwood – Bournemouth 4/1 revised timetable for long term works on A31, no change to frequency or spread but running time increased by up to 10mins. 28/2 minor retiming for reliability. 19/9 Poole to Ringwood section increased in frequency to hourly Mon to Sat and diverted to serve Bearwood. Sunday service extended from Ferndown to Poole. Ringwood to Bournemouth section reduced in frequency Mon to Sat (mirrors X3 between these points).**

**Ringo 1&2 Ringwood Locals 4/1 two morning peak journeys retimed due to long term A31 works.**

**New Forest Tours: 25/6 2022 season starts to 18/9 with minor retiming from 2021 season for reliability.**

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

#### **Meon Valley Community Bus Association.**

**West Meon to Fareham: 31/10 days changed from Mon & Wed to Mon & 2nd & 5th Fri.**

**West Meon to Hedge End: 31/10 service restarted 3rd Fri.**

**Soberton to Petersfield: 31/10 days changed from 2nd & 5th Fri to every Wed.**

**West Meon to Waterlooville: 31/10 no change 4th Fri.**

**Soberton to Winchester: 31/10 days changed from 1st & 3rd Fri to just 1st Fri.**

### **National Express.**

030 Fareham – Victoria as at 9/12 7 journeys Tue to Thu, 8 journeys Thu to Mon. /3 remains at 7 journeys Tue to Thu, 8 journeys Fri to Mon. 19/7 8 to 10 journeys daily. 21/9 8 to 10 journeys daily. **16/11 8 to 10 journeys daily.**

032 Southampton – Victoria as at 9/12 10 journeys Tue to Thu, 12 journeys Thu to Mon. 3/3 remains at 10 journeys Tue to Thu, 12 journeys Fri to Mon. 19/7 10 to 12 journeys daily, one back started at Salisbury. 21/9 14 to 16 journeys daily, one back started at Salisbury. **16/11 14 to 16 journeys daily, one back started at Salisbury.**

035 Poole – Victoria as at 9/12 14 journeys Tue to Thu, 18 journeys Thu to Mon. 3/3 remains at 14 journeys Tue to Thu, 18 journeys Fri to Mon. 19/7 15 to 17 journeys daily, two back started at Weymouth and one at Swanage. 21/9 15 to 17 journeys daily, two back started at Weymouth and one at Swanage. **16/11 15 to 17 journeys daily, two back started at Weymouth and one at Swanage.**

160 Poole – Birmingham as at 9/12 2 journeys Mon to Sun. 3/3 remains at 2 journeys Mon to Sun. 19/7 2 journeys daily. 21/9 2 journeys daily. **16/11 2 journeys daily.**

203 Portsmouth – Fareham – Southampton – Heathrow: 21/9 5 journeys daily. **16/11 5 journeys daily.**

204 Poole – Heathrow as at 9/12 6 journeys Mon to Sun. 3/3 remains at 6 journeys Mon to Sun. 19/7 10 journeys daily. 21/9 5 journeys daily. **16/11 5 journeys daily.**

205 Poole – Bournemouth – Heathrow – Gatwick: 21/9 5 journeys daily. **16/11 5 journeys daily.**

806 Poole – Victoria 25th December only – 4 journeys.

810 Portsmouth – Victoria 25th December only – 4 journeys.

### **Southampton Mini Link.**

5 Ringwood - Southampton 31/12 service cancelled.

13A Southampton – Harefield: 5/2 Sat hourly service added with lunchbreak, no change to the Sunday service. **28/10 service cancelled.**

14 Southampton – Chartwell Green: 4/4 new service Mon to Fri with five hourly round trips. **7/10 service cancelled.**

C Eastleigh – Chandlers Ford: 5/9 new service Monday to Friday six journeys – two hourly. **4/10 reduced to four round trips Mon to Fri. 28/10 service cancelled.**

### **Stagecoach Andover.**

1 Andover – King Arthur's Way: 16/5 evening journeys via East Anton rerouted to use new East Anton bus gate.

6 Andover – East Anton: 16/5 rerouted to use new East Anton bus gate.

**8 Andover – Salisbury: 23/10 Mon to Sat most short workings between Andover and Tidworth withdrawn reducing frequency on this section from 15min to 30min.**

13/13A Andover – Picket Piece: 4/9 revised route at Picket Piece to serve Locksbridge Road and minor retiming for school journey reliability.

P20 Andover – Picket Twenty: 4/9 am school journey retimed for reliability.

76 Andover – Basingstoke: 4/9 minor retiming for reliability and revised school requirements

C5 Andover – The Chutes: 4/9 rerouted to additionally serve Chute Forest.

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

20 Havant – The Hard: 14/3 for three weeks diverted via Petersfield Road in Havant due to closure of Martin Road. 04/9 rerouted via Southwick Hill Road, Nightingale Avenue, Pasteur Road and Southampton Road in QA Hospital area.

21 Havant – The Hard: 14/3 for three weeks diverted via New Lane in Havant due to closure of Martin Road.

37 Havant – Petersfield: 04/9 minor retiming for revised Petersfield School times and 08.46 from Clanfield will back start from Petersfield with extra running time.

38 Petersfield – Alton: 04/9 minor pm retiming for revised Alton College requirements.

700 Portsmouth – Bognor Regis 2/1 Mon to Fri frequency reduced from every 20min to every 30min.

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

### **Stagecoach Winchester.**

1 Stanmore – Winnall: 24/7 reduced service Mon to Fri peaks. 4/9 to return to pre 24/7 timetable with slight reduction early morning and late evening.

3 Winchester – Harestock 9/1 Mon to Fri frequency reduced from every 15min to every 20min. 24/7 reduced service Mon to Fri peaks. 4/9 to return to pre 24/7 timetable with slight reduction late evening.

4 Highcliffe – Teg Down: 24/7 Mon to Sat 30min later start and two-hour earlier end. 4/9 to return to pre 24/7 timetable.

5 Winchester – Badger Farm 9/1 Mon to Fri off peak frequency reduced from every 12min to every 15min. 24/7 Mon to Fri frequency reduced from 15min to 20min. 4/9 to return to pre 24/7 timetable (return to every 15min).

7 Winchester – Sparsholt: 24/7 Mon to Fri reduced from nine journey to five. 4/9 return to pre 24/7 timetable with first journey later and some retiming for revised Sparsholt College requirements.

9 Alton Town service: 4/9 minor retiming.

46/461 Winchester – North Baddesley: 4/9 retimed for revised College requirements.

**63 Owslebury – Winchester: 21/11 Service Cancelled.**

64 Winchester – Alton: 19/2 to 27/2 rerouted and retimed for road closure at Alresford. 24/7 reduced service Mon to Fri peaks. 4/9 return to pre 24/7 timetable with some retiming for revised College requirements.

66 Winchester – Romsey 9/1 Mon to Fri off peak and Sat frequency reduced from every 30min to Hourly. 24/7 Mon to Fri peak frequency reduced from 30min to hourly. 4/9 return to pre 24/7 timetable with some retiming for revised College requirements.

67 Winchester – Petersfield: 19/2 to 27/2 rerouted and retimed with termination at Petersfield Rail Station due to road closure at Alresford. 4/9 retimed for revised school requirements.

68 Salisbury – Winchester: 4/9 retimed for revised College requirements

69 Winchester – Fareham: 24/7 reduced service Mon to Fri peaks. 4/9 return to pre 24/7 timetable with reduction early morning and late evening.

85 Winchester – Andover: 4/9 retimed for revised College requirements with last journey withdrawn.

86 Winchester – Whitchurch: 24/7 Mon to Fri frequency reduced from hourly to two hourly. 4/9 return to pre 24/7 timetable with retiming for revised College requirements and last journey to change to an 85 at Bullington Cross and continue to Andover.

240 Alresford Local: 20/11 Service Cancelled.

Spring Winchester – Springvale 9/1 Mon to Fri peak frequency reduced from every 20min to every 30min to match off peak frequency. 24/7 reduced service Mon to Fri peaks. 4/9 return to pre 24/7 timetable with slight reduction early morning and late evening.

Winchester Park and Ride 24/12 end of enhanced service for Christmas Market. 18/11 enhanced service for Christmas Market, Mon to Fri frequency increased from 15min to 10min, Sat from 12min to 7min with service end 90min later, Sun service added to East car park only up to every 5min 09.00 to 17.50.

#### **Xelabus.**

X4 Eastleigh – Hedge End: 5/9 Route extended to Velmore new hourly Mon to Sat timetable. 31/10 minor retiming of pm peak journeys for service reliability.

**Re Southampton Mini link**, the company ceased operating its bus services after 28th October but it appears the owner has not surrendered his operator's licence for two vehicles.

The three vehicles they owned, two Enviro 200's and a Pointer Dart have left their operating base in Empress Road, Southampton. In their place is a Toyota HZB50R/Caetano Coaster carrying registration L5 SLT ex Link Rider of Swanage. I assume this now belongs to the owner of Southampton Mini Link. I feel this vehicle will need re-registering before use as L5 SLT appears to also be on a newer King Long coach.

X6/X7 Eastleigh – Hittingbury: 4/9 service withdrawn.

X8 Eastleigh – Boyatt Wood: 30/8 service withdrawn.

X9 Eastleigh – Bishops Waltham 4/1 new X9B variant serving Burnetts Lane at Horton Heath two hourly, current 9 to run two hourly Mon to Fri, most Saturday journeys will be X9B's. 5/9 reduced to two hourly Mon to Fri, Sat service and extension to Barton Peveril College withdrawn.

X10 Bishops Waltham – Southampton: 5/9 reduced to two hourly Mon to Fri, Sat service withdrawn.

X15 Eastleigh – Hamble 4/1 minor rerouting in Hedge end to serve Locke Road. 3/9 service withdrawn.

X17 Eastleigh – Petersfield: 1/9 service withdrawn.

X21 Southampton – Chilworth Science Park: 31/10 rerouted from Wessex Lane & Wide Lane to High Road and Stoneham Way to aid service reliability.

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

X28 Lakeside P&R – South Parade Pier: 26/8 to 28/8 for Victorious Festival every 15min.

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

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

My coaches of the season.



A couple of Band Buses, both Setra S431DT's. Left: First one on 23rd September, LE54 BUS of Loadout Express of Glasgow.

Right: Second one on 22nd October, F11 PBS of Phoenix (Romsey Coaches) from closer to Southampton.

Cheers.

.david.



01



05

### Winchester RE Running Day. Chris Drew



03



04



02

Sunday was just one of those days when the heavens just kept giving.

01) Free water splash rides on City of Oxford 105.

02) Southern Vectis 302 leaves the village of Cheriton.

03) Roger Burdett's Royal Blue RELH passing the War Memorial in Cheriton. Some have already started to place poppies there already.

04) These chaps had to go through the SAS assault course that was Westfield Road before they could sup a pint in The Flower Pots Inn.

05) Eastern Counties RE GCL349N crossing the official course of the river Itchen on the return to Winchester.

## Observations at Barton Park, September/ October 2022. Graham Starke.

Just observations. This is by no means an accurate list of who owns what and when, but simply a few notes on my occasional visits to Barton Park.

Most visits have been early on a Sunday morning, when things are quiet, with the exception of one Friday afternoon meeting with Matt Forbes. Which allowed a trip afterwards to the nearby Steam Town for refreshment.

**Y10 YEL** Looking good in the early morning sun was this Irizar, parked very near to the Xelabus zone. Again, not one that I have seen since taking the photo. The felt tip alteration to the legals would suggest it is part of the fleet.....but did they use a permanent marker ?



25/9/22 – Y 10 YEL



A quick alteration.

**SK72 CWJ** 571 with its delivery number plate before the change to GB72 XEL. The other one being 572 with original registration plate SK72 CWL changed to PB72 XEL.

I hope I got these the correct way round.



25/9/22 – SK 72 CWJ

### Airport Bus, Royston.

Here is an interesting one.

I found two of the trio at the top end of Barton Park, possible awaiting a slot at H & D trim.....just a thought. A month later and they have disappeared and BV 18 JHH is in the same parking spot. Any ideas.....possible Seaview fleet upgrade ???



25/9/22 – BN17 JHH



21/10/22, BN17 JHH. 25/9/22, BN17 JHH  
**Seaview Services**

601 was an early transfer to the newly acquired Seaview Services fleet, It was noted in more or less the same spot on the 16th and 21/10/22, sporting its new reg. plate ODL 678 and Seaview transfers.

Good to see the IOW plate has been transferred.



601 – LY58 GCK – ODL 678

### London

There appears a steady stream of London buses queuing for refurbishment. At one time I would not have bothered to point my camera at them, but times are changing and perhaps I am becoming more educated as to things London.



16/10/22 – London stuff



21/10/22 – refurbishment of London stuff.



16/10/22 – LJ59 LWP

### Wright

Another s/h purchase for Xelabus. In addition to LJ59 LWP, on the 21/10/22 there were loads of them scattered about the Xelabus running lines. Well four more to be precise: - LJ59 LWN/LWO/LWZ and LWM.

Have the Wright products found favour again.



21/10/22 – LJ 59 LWN  
and LJ 59 LWZ

**Seaview Van Hool**

This still looks good and with the early morning sun reflecting on the chrome trim it seems almost ageless.



16/10/22 – PDL 298



**Ex Weardale**

One of two, the other being YN53 RVA. This example still showed Weardale legals with a Seaview Services sticker in the nearside window.



21/10/22 – J 552 GCD

**Xelaclassic**

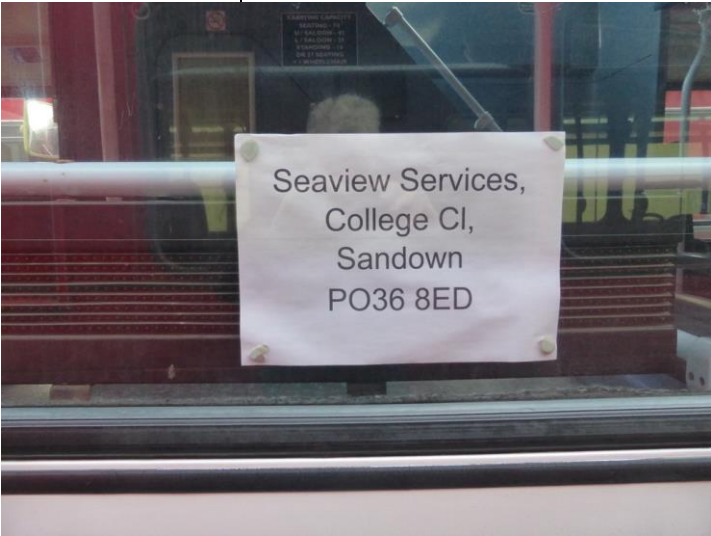
Perhaps an interesting footnote. A clever bit of marketing and it does not detract from the appearance of the bus.



21/10/22 – KOW 909F



21/10/22 – LJ59 LWM and GX09 ZZU



## David Lindsell's Andover Diary.



Far left: Royal Jubilee Bus in Andover 16<sup>th</sup> February at 10.50 on the Service 852 to Peter Symonds College, Winchester.

Left: 18527 (GX06DYC) a Dennis Trident ALX400 which was working the 85 to Winchester via Peter Symonds College.



Left: 1501 (HR59FAA) Salisbury Reds Scania N230UD ADL Enviro 400 leaves Andover bus station on an afternoon Active8 Service on the 15 September 2022.

Stagecoach 47036 (KX03KZA) an Optare Solo B33F leaves Andover bus station on a local service on the 15th September 2022.



## FORMER A & D VEHICLES AT THE ALTON BUS RALLY



I have recently returned from North Berwick in Scotland where I spied this very smart bus. What struck me was the fairly local Dorset registration, NFX.

It is seen heading the service 124 to Edinburgh on the 26th April in North Berwick. It is a Volvo B5TL with Wright Eclipse Gemini H48/30F body and it entered service with East Coast Buses in August 2018.

## Adrian Willats Miscellanea

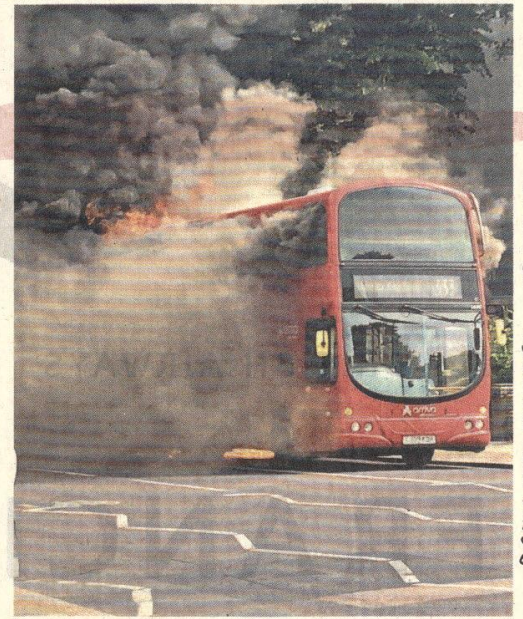


"Buses at Swanage  
– 8th May 2022"

Not quite red  
Bristol LHs with  
cut-away fronts for  
Sandbanks ferry  
routes – but at  
least there are still  
buses at Swanage,  
not just serving the  
town but with a  
depot too. It was  
certainly a day for  
open toppers!

Beamish tram...

"Pole turned and  
ready to go!"



DAILY TELEGRAPH 18 JUNE 2022

**Trouble decker** There were thankfully no injuries after a bus caught fire in Brixton, south London yesterday.

**"50 Years of the Leyland National"? Adrian Willats has not been impressed...**

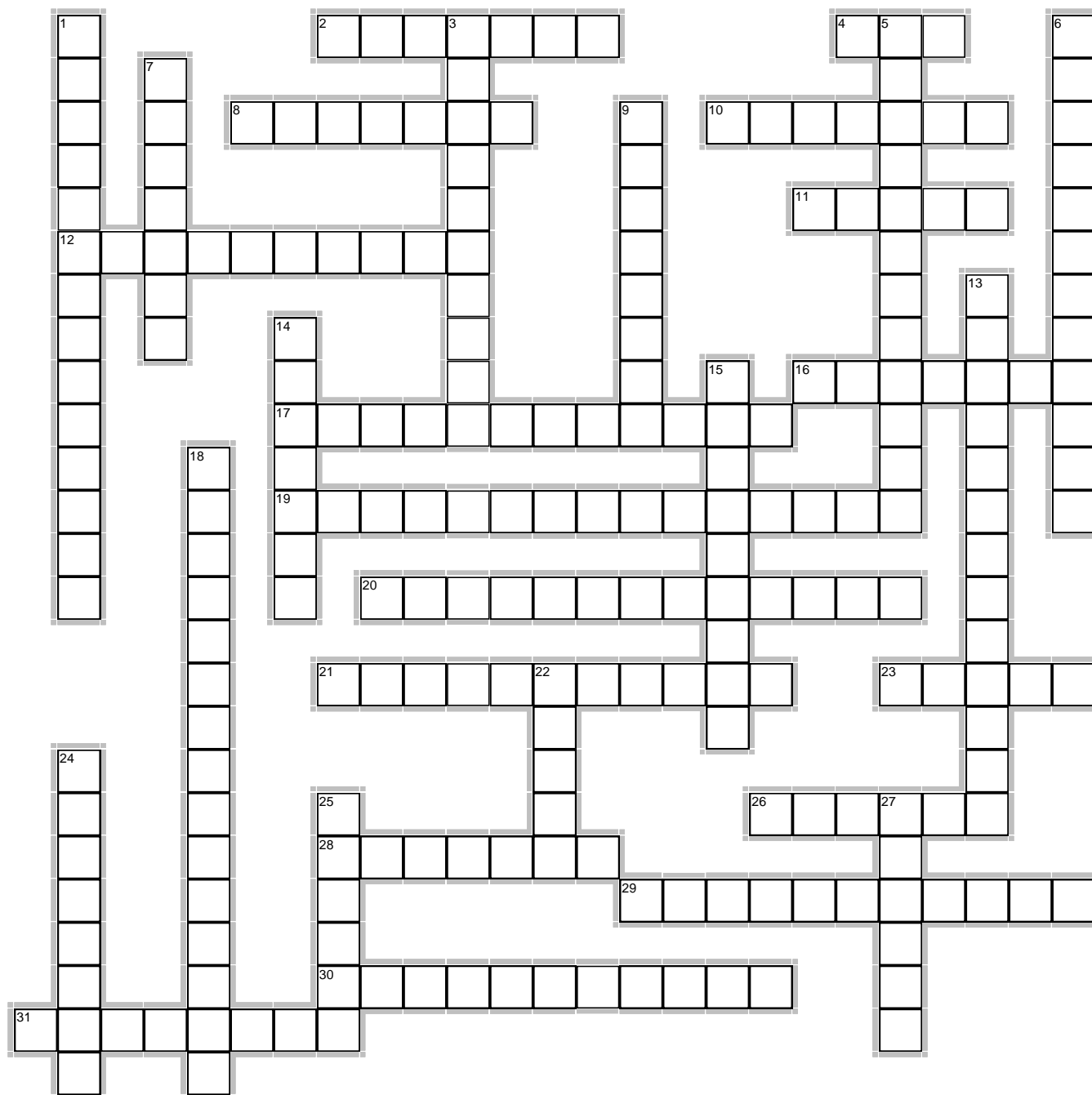
Along with 50 years of the National Express 'white coach' image, 2022 was also 'billed' as the 50th birthday of the Leyland National. Apart from a gathering near the original factory, turnout at other events has been low with not more than three or four examples seen at Detling, London Bus Museum Spring Gathering & Transportfest, Alton and the final Showbus. Here are some of my pictures from the year.



With so many apparently preserved, perhaps a good number were 'indisposed'

**Crossword answers.** Across: 2. FLECSI, 4. HCT, 8. FLIXBUS, 10. YEOMANS, 11. METRO, 12. NOTTINGHAM, 16. SHOWBUS, 17. TOWER TRANSIT, 19. NATIONAL EXPRESS, 20. WILLIAM WRIGHT, 21. BEULAS JEWEL, 23. LEWES, 26. SPRINT, 28. ARRIVAL, 29. SCARLET BAND, 30. YELLOW BUSES, 31. JOHNSONS. Down: 1. MIDLAND CLASSIC, 3. EQUIPMAKER, 5. CLAYTON JONES, 6. ANADOLU ISUZU, 7. KINETIC, 9. THE ROBIN, 13. ROBERT E JOWITT, 14. YUTONGS, 15. AIRPORTER, 18. EASTERN SCOTTISH, 22. SIGMA, 24. BIG LEMON, 25. PARRYS 27. IETRAM

# Christmas crossword 2022. Have you been reading your Buses? Answers on inside back cover.



EclipseCrossword.com

## Across

2. Welsh DRT expansion (7).
4. End of the road for charity. (Abb) (3).
8. German greens come out fighting (7).
10. Old guard deserts Mappa Mundi (7).
11. Hydrogen 10/10A becomes (5).
12. 125 not out around Trent Bridge (10).
16. Farewell rally (7).
17. Departed London for Channel Islands (5,7).
19. Half century (8,7).
20. Ballymena Knights last ride (7,6).
21. Go Ahead takes a trinket for London (6,5).
23. Almost Inspector Morse sidekick to lose his bus station (5).
26. Faster to the finish in Birmingham (6).
28. Failed to Arrive in Portsmouth (7).
29. Northern pimpernel never had a top ten hit closes (7,4).

30. Final turn of the table for south coast operator (6,5).
31. Leaving Shakespeare to Rotala (8).

## Down

1. Independent go for a Burton (7,7).
3. Re-powered Routemaster maker (9).
5. Pontypridd return and departure (7,5).
6. EVM kabab/Susi invader (7,5).
7. Just the ticket for Go Ahead (7).
9. Red breasted DRT (3,5).
13. Final journey for Parisian enthusiast (6,1,6).
14. bwsCaerdydd electrics (7).
15. First cross border take-off (9).
18. McGill's First not taking flight (7,8).
22. Mellor finishes Chinese (5).
24. Brighton operator squeezes into Bristol (3,5).
25. Coach rally winner, again (6).
27. Trackless on the 358 (6).