



Newsletter No. 235

February/March 2019



Xelabus YX68 UNY, Alexander Dennis E20D MMC, new January 2019. © Bob Winkworth.

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Editorial and Club News

Contact the Editor by email, barry.barnessoc@gmail.com or via the contact form on the website, www.Solentomnibusclub.weebly.com

Welcome to our golden jubilee year; fifty years since that first meeting. I wonder how many of the original membership thought the club would still be going strong in 2019 or indeed that they would still be members.

I feel very privileged to be writing the Editorial at such a momentous moment in club history. It is difficult to comprehend the industrial and social evolution that has occurred since this club was founded, let alone put it into words. What SOC can be proud of is the number of original participants who continue their membership and, despite the general demise of all forms of clubs, the ability to maintain a stable membership throughout the years and indeed buck the general trend to increase membership in recent years.

No club can survive without the support and participation of its members and SOC is no different. I cannot think of any current member who has not made a presentation, written an article, contributed photographs or supplied operator news. Without doubt the greatest contribution is imparting knowledge, facts, figures and anecdotes which needs to be passed down the generations.

In 2019 the Club will run a small number of publications for distribution only to current members, in parallel with the normal new sheets. This will give an opportunity for reflection and celebration whilst the bi-monthly news sheet will continue its general mix of news and articles. I hope you like the revised format and artwork which forms our new corporate image and extends across all publications and the revised website. Member Chris Drew is responsible for the artwork design. Chris, Bob Gray and I have also installed an exhibit in the Winchester Discovery Centre promoting the Club in its jubilee year and this will continue until February.

SOC are not alone in having a significant anniversary in 2019, and Princess Coaches of West End, Southampton will celebrate their centenary. SADTHT inform me that it is also the 140th anniversary of Southampton Transport and 100 years since the first motor bus service in Southampton.

With the industry once again at a crossroads, I wonder what the Editor in our centenary edition will be reflecting upon. Will that Editor be one of our current young members?

It has been an honour to contribute the two most recent editorials, and by the time many of you read this, a new permanent editor should be in place and I wish him well. I would however like to take a moment to reflect on why the task fell to me. Many of you will know that Rodney Barnes, the editor for over sixteen years and secretary before that, is unwell. On behalf of the membership I would like to thank him for his hard work and endeavours over the years and to wish him well. Finally, just before Christmas we had the sad news that Geoff Burrows had passed away. Geoff was an early member of SOC and a long time Chairman, on behalf of the Club I would like to extend our condolences to his widow and family.

Club News

In December David Etheridge once again displayed his fiendish side in devising the fun quiz night. From wheel hubs to Hampshire County Council route subsidies and much more in between. 41 out of 100 was the top score and winner of the Christmas pudding.

January began as it traditionally does with Roger Watts' new year's address, and this year he was ably supported on the evening by Shaun Daniels. Shaun took us on a recent trip to East Anglia whilst Roger focused on 1969 with a mix of bus/coach and social history.

Barry T.

Committee. Chairman: Barry Turberfield, Secretary: Roger Watts, Treasurer: David Etheridge.

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Diary

1st March 2019

Local bus and body manufactures from 1969 onwards. Photographs, slides and memories.

24th March 2019

Visit to First Bus Fareham and Southampton Depots. Includes bus transfer between sites.

5th April 2019

Special guest speaker Mr Chris Elkin, recounting his life in the industry.

3rd May 2019

Special guest Mr Chris Aston with his vast selection of slides.

7th June 2019

Meeting in Winchester hosted by Friends of King Alfred Buses.

29th June 2019

Visit to Bath and Bristol aboard either Bedford VAL or ex Southdown Leopard. Accompanied from Bath by James Freeman MD of First Bus West of England. Members £15 Guest £17 (subject to available space).

2nd August 2019

An evening mystery drive on a mystery vehicle.

6th September

Meeting at CPPTD.

4th October 2019

Robert Martin and Adrian Willats 'National Bus Company illustrated'.

1st November 2019

All comers assorted evening.

6th December 2019

The non-alcoholic Bus Pub Quiz.

An open invitation to other clubs and enthusiast to form tables of four to six quizzers. Test your bus/coach knowledge in this fun Christmas event. Chips, biscuits and tea in the interval.



Geoff Burrows

The slowest drag race I've ever seen. Geoff on Southsea Common. Chris Drew.

Any conversation with Geoff would soon make you realise that any aspect of the bus industry was dealt by him with much knowledge and enthusiasm on the subject. Any point that could not be answered would be looked into by Geoff and by the next time you would meet up he would invariably have the answer. It was his wide knowledge of the bus industry that made Geoff an obvious choice for the Q & A section in the bi-monthly magazine 'Classic Bus', which Geoff contributed to for many years.

North East England was Geoff's native area, in particular South Shields, despite his intensive knowledge of the operators of the area, big and small, he frequently would add many anecdotes of his experiences of his youthful years living there.

Geoff also worked in the bus industry, his years with Northern Coach Builders was a company Geoff had the most affection for, enough to devote much effort and time into writing a book on its history.

It will be this book that will keep Geoff's name alive for many enthusiasts both now and for many years in the future.

Royston Jetten

I first met Geoff in the early 1970' when as a fairly new member I attended a Solent Omnibus Club meeting at his home in Chatsworth Road, Bitterne, Southampton as at the time I could only attend meetings that I could walk or cycle to. As I did not know many members at the meeting I felt a bit like a fish out of water, but Geoff welcomed me and offered to give me lifts to meetings as I did not live too far away, later when I passed my test we took turns to drive to meetings until Geoff moved to Lee on the Solent. Over the years Geoff passed on some of his considerable knowledge as we travelled to and from meetings. Geoff was club chairman in 1991 and 1992 and acted as auditor until 2015.

Geoff was a design engineer and moved to Southampton from his native north east when he gained employment at Strachens in Hamble after his first employer Northern Coachworks closed. After Strachens closed Geoff moved to the communications industry working for Racal. Although he spent most of his life office bound he did tell me one story where he was sent to Portland Naval Base to inspect an aerial fixing on a ship, when he arrived he found the ship was moored off shore as it was carrying nuclear weapons and he had a land to ship transfer and had to climb the mast in a force five/six breeze, so it proved quite an exciting day out.

Geoff's first love was Trolleybuses and he penned two books, the 1976 Trolleybuses of South Shields (his home town) and the 2017 book on Northern Coachbuilders. He also spent many years compiling the "Ask Geoff" page in Classic Bus, trying to answer readers' questions about the bus industry. Over the years he had a number of magazine articles published as well as helping other authors with their books and articles.

Geoff was an early owner of a 'preserved' bus, but not as we know it, when the family was small Geoff purchased an ex Northern Scottish AEC Regal (which I believe was DMS 130) which after it had the seats removed acted as the family caravan for trips away, causing much interest when they arrived at caravan sites. Later the vehicle was restored to full rally standard. Geoff acted as a judge at a number of Southsea and Gosport bus rallies.

Geoff leaves his wife of over sixty years Sylvia, two sons and a daughter.

Buses played a part in his life to the very end with the Recessional music at his funeral being Flanders and Swann's Transport of Delight.

David Etheridge

What If....Southdown Trolleybuses? Geoff Burrows & Chris Drew

In July 1946, a formal agreement was signed between Portsmouth Corporation and Southdown Motor Services which was to allow for expansion of services which were going to be needed when new housing estates were built on the outskirts of the City. The area covered by the Portsmouth Area Joint Services Agreement, to give it its full title, stretched from Fareham in the east to Emsworth in the west, Petersfield in the north all the way to the coast, a total area of 127 sq. miles. This was to be a far cry from the days between the wars when Southdown virtually held the corporation prisoner inside its boundary and the city fathers made Southdown pay through the nose for entry into their patch.

The war, as wars do, had left its mark on Portsmouth and its transport fleet. Ten buses had been destroyed in the bombing raids on the dockyards and industrial areas, but somehow, the trolleybus fleet had survived unscathed. This was to prove vital to the rebuilding of local business and infrastructure because the power they used was produced using home grown coal where as oil for diesel engines was in short supply. Passenger journeys by trolleybus rocketed to the dizzy heights of 85 million by the late 40s.

Part of the agreement was the division of mileage and receipts in the designated area, 43 percent to Southdown with the corporation taking the rest. This was to lead to some unusual workings when accounts became due. There were times when crews had to operate each other's buses to keep the figures correct. This was of course, impossible with the trolleybus routes.....or would it have been. What if Southdown had seen the possibilities of having a small batch of trolleys of its own to work on and expand on the system's area. Could there have been the possibly of wires being raised to faraway places like Portchester, Fareham, Waterlooville and even fulfilling Portsdown & Horndean's dream of a branch to the home of cricket on Broad-halfpenny Down at Hambledon.

If so, what would they have used? A short wheelbase chassis would have been necessary to cope with the turning circle at the hard near Portsmouth Harbour station. B.U.T. probably first choice with bodywork supplied by....well I've chosen East Lancs (see photo1) because it was already re-bodying pre-war chassis for Southdown but it could have been done by one of several bodybuilders doing similar work for the company. How many? It could have been as many as 30 filling the numbers 670-699 with delivery spread over 24 months. These would be in service just before Portsmouth received their last 15 trolleys in 1950-51. I would guess the lives of this batch of Southdown trolleys would have been much like any others. A batch that size may have lost one or two to accident or fire related problems. It might have been that as routes were wound done, some were sent to work in the Brighton area on loan to either the Corporation or BH&D finally ending their days in a chalk pit with the rest of the fleet.

Excitement was in the air when, in 1955, one of R. Edgley Cox's Walsall Sunbeams was seen operating on three corporation routes for the benefit of a Municipal Passenger Transport Association conference being held in the city. What a sight that would have made thundering up over Portsdown Hill...if the wires had been in place. What if Southdown, seeing this, had taken the opportunity to produce a prototype for a possible new trolleybus fleet to service and get in on the action. Making the most of an un-fulfilled order, a spare London Q1 chassis, sent to Northern Counties, (see photo 2) to produce a design that was in the style of what was to become known as 'Queen Mary' (trolleybus naming was all the rage). With longer routes and greater seating capacity plus the trolleybuses innate capability to climb hills, it might have been a winner.

It's hard to speculate what might have happened afterwards but a possible extension to the life of Pompey's trolleys might have been on the cards especially after the financial outlay. There is much room to speculate and depending on whether it's your head or heart that rules....well!

What is true is that Portsmouth's trolleybus service ended on the 27th July 1963.

As you know, Geoff Burrows passed away in December 2018. We met through the pages of 'Classic Bus' magazine nearly 15 years ago. He was always up for a good 'what if?' so long as it had a pearl of truth in it. Ideas came from various places but this was one of his. He didn't always make my life as an illustrator very easy, but it was always fun and I can thank him for that. I would always call the item a 'what if?' but very often he would call the finished article '**If Only!**'.



No trolleybuses were hurt in the production of this article.

Kingsway Subway to Strand Underpass ~ Chris Drew

February 24th 2019 will mark the 113th anniversary of the opening of the Kingsway Subway whilst January 14th is the date on which the enlarged tunnel was re-opened in 1931.

The Victorians didn't invent the wheel but they did invent almost everything else that ran on them. Most modes of transport we take for granted these days had their research and development started by Victorian brains. Some went on to be great successes whilst some others didn't last the course. One that went on to have a chequer carrier was the tram. Many systems were at their height at the turn of or in the early years of the 20th century and it was downhill from then. Some larger cities kept them longer because the initial capital laid out would mean the thorough use of stock and permanent way to re-coop costs. Some like London and Leeds tried a prototype or two each side of the war but they didn't catch on. Liverpool and Glasgow did go on to try a second generation with some success and of course there was Blackpool who singlehandedly kept an industry going and although the tram was set to make a re-appearance at the other end of the 20th century, politics and costs have left some projects still born and extensions on others, curtailed.

In 1898, the slums around Holborn were being cleared. The London County Council asked for permission to lay two new tramway tracks. One was to go over Waterloo Bridge and the other was to reach the Embankment via a cut and cover trench. This would mean the linking of their northern and southern systems. Initially, this was so all trams could be sent to the Central Repair Depot at Charlton for overhaul. In the end, only the subway was given the go ahead. At first the line terminated at the southern end of the portal but eventually, the Royal Assent was given for tram lines to go along the Embankment and over Westminster Bridge to meet the rest of the system. Routes through the subway were run by single deck trams and were quite out of character with the bulk of the fleet. By the late 20s, the inevitable came to pass and modification to the tunnel was needed to meet increased traffic.



The tunnel was closed after the last tram on February 2nd 1930 and work set about to lower the floor, strengthen the walls and generally make it suitable for double deck cars. Additional work was done in 1937 when the southern entrance was relocated to a new position, centrally underneath the newly rebuilt bridge. Apart from a small skirmish when trolleybus X5 fitted with off-side doors was used in an unsuccessful experiment, the status remained quo until the 5th April 1952 when the last two remaining routes ceased to operate. The rest of the northern fleet gradually came through the subway to depots south of the Thames.

In Coronation year, some 120 buses and coaches were stored in the subway in case they were needed, but that, is as close as it got.....until.

The top view shows MBS 518 about to disappear down the new entrance to the subway which was opened to traffic on the 21st January 1964 and renamed the 'Strand Underpass'. The new entrance was off Waterloo Bridge and it proved so successful that when it started, the Red Arrow 501 was routed down it to avoid the jams at the Aldwych. At the other end the exit was shortened so as to let it re-appear just the other side of the Aldwych instead of its original exit at Southampton Row. That exit still exists, preserved eerily as if the last tram had just passed through, as can be seen in the photograph. Appearing, as if by magic from the new exit was one of TfL's short flirtations with articulated buses. It was Red Arrow MAL18 from the fleet of Merc Citaros which like so many possible 'good ideas' for London, fell at the first fence when one Boris Johnson was trying to make a name for himself, I can think of several to call him!



THE ISLE OF WIGHT BUS MUSEUM OCTOBER 2018.

David Lindsell



Bedford OB 216 (FDL 676)

Coaching on the Island for tourists who had returned after World war II, was enhanced by the delivery of Bedford OB coaches from 1947. Over the next 3 years a total of 16 were delivered new to Southern Vectis and 3 more were taken over from B. Groves Cowes in May, 1955. No. 216 (FDL676) was one of three delivered new in 1949.

The OB was the standard coach operated by most Island operators in post-war years but the 29 seat capacity was inadequate once larger Bedfords became available. SVOC extended their lives by converting them to OMO buses for use on town services or deeply rural operations. With most, this also involved fitting Perkins P6 diesel engines to replace the original petrol unit, however 216 retained its petrol engine until sold.

No 216 was repainted from cream to green during its last year of service but along with the others that retained their Bedford petrol engine, did not survive long, these becoming the first examples of the class to be withdrawn, the diesel converted OBs survived until 1963.



Bedford SB - ODL400 Owned by The Isle of Wight Bus & Coach Museum. There were many operators on the island who ran coaches besides Southern Vectis. This vehicle is from the fleet of Moss Motor Tours.



1984 Ford Transit 259 (B259MDL) new to Southern Vectis this Carlyle bodied 16 seater minibus ran in the early post de regulation competitive days. It was used on the Newport – Cowes 91 Hydabus Service.

"VTG Transport Fair", November 2018 - Adrian Willats reports (and took all the pictures!)



It would be mostly truthful to say that we had another fine day weather-wise, for although there were showers, the ones I saw were few and far between and, thankfully, of brief duration! A small team of helpers, myself included, gave our usual help to stallholders with bringing stock from vans and cars into the hall, then setting it all up ready for the first customers to come through the doors at 10.00am. Those paying customers eventually numbered a creditable 158, up considerably on the 109 at the March fair, so we were naturally pleased there!

As is usual, two buses were offering free rides around the local area, with both making their "debuts" at our event! Southampton 335 (335 AOW) is a Leyland PD2A/27 of 1963 vintage, with bodywork (H37/29R) by Park Royal. Newer and more unusual was TYD 911W, a Leyland Leopard PSU3F/5R new in November 1980 to well known independent Safeway Services of South Petherton, Somerset. It has a 61-seat Duple Dominant bus body, the high capacity achieved by the use of "3 + 2" seating from about the fifth row all the way to the back. The bus enjoyed a long life with Safeway, not being withdrawn until 2001, and attracted good loads all day as it worked the "on the half hour" departures, alternating with the double-decker which left on the hour. I enjoyed a ride on the Southampton bus's first departure, with two on the Safeway one later on - "photo stops" being enjoyed on all three occasions! Thanks to Mike Elkin and the SADTHT for bringing and crewing the buses for our enjoyment.



As well as a variety of traders selling books, models, photographs etc, we were also pleased to welcome several model bus garage displays, which attracted much interest during the day. As is customary with our November events, a minute's silence was observed by all present at 11.00am. Most traders reported a good business day, with my own collection increasing by 3 prints, 14 slides and 2 books! The next fair at Cosham will be on 3 March, 2019 and we look forward to seeing you there.



Both buses are seen (top two images) at Cosham, with the Leopard also seen at two different photo stops. An interior view shows the 3 + 2 seats, with the final picture features the rainbow over the queue for the 12.30 departure!





Hayling Ferry.....

3 round trips and 2 passengers in total

Chris Drew

"Tickets, please!" - by Adrian Willats.

To add to my article on the Acton LT Museum Depot event, here are the tickets that I received on my two rides on RTL139. The conductor did have a Gibson machine, but said that he had decided to do "Bell Punch" type tickets instead!



On my first trip, I sat in a front nearside downstairs seat, enabling this view showing two more modern buses on route E3. The conductor on RM1 didn't bother with tickets, instead quoting a list of impressively-remembered statistics about how many buses, trams and trolleybuses were operated by LT. He even mentioned the two Pullman cars that ran on the Metropolitan - although he did get their withdrawal date wrong....

Remembrance Sunday 11th November 2018 at Southampton Cenotaph



Locketts Coaches transported troops to the cenotaph aboard Yutong YG65 ATN and Scania YT11 LPA, whilst MOD contractor provided Volvo/Plaxton HF16 WMP.

On a less sombre note also parked in the cordoned off area was 7 OUR a Van Hool TD927 band bus with trailer for the artist Sea Sick Steve.

Barry T



We visited the Romsey Boxing Day morning Car Show this year for the first time and was surprised to see how popular it was.

Parked in the Bus Station Access Road was Preserved King Alfred Motor Services 1931 Short Bodied Dennis 30 cwt Registration Number OU9286.

David Lindsell

Wrights StreetLite SK68TXO one of 4 owned by Wrights but on loan around the country, although the legal lettering might say differently. This one is with First H&D, there are two more with First South Yorkshire, and one with GoAhead North East. © Chris Drew



Two weeks, two countries, two seasons. Kazakhstan & Kyrgyzstan 2018.



Arriving in Astana, the capital of Kazakhstan, in early October and the temperature is a pleasant 26° although the locals are wrapped-up against the cold. Just one of the unusual sights that are about to assault the senses in this futurist ‘planned’ city of one million inhabitants, living in the world’s largest landlocked country that is the size of India with the population of the Netherlands.

Work on designing Astana started just after independence in 1991, utilising the vast sparsely populated Central Steppes to replace the former crowded capital Almaty which is located in the south of the country. Despite being devoid of hills and having only one major river, the geology makes the city unsuitable for a

subway and so the public transport network is solely reliant upon buses, although a monorail between the airport and railway station is currently under construction.

The oddly named ‘Astana LRT’ is responsible for 1,000 buses operating on 71 bus routes. Since 2014 the City has invested heavily in new buses and supporting infrastructure with aid from international banks. 214 buses were delivered in July 2015 followed by several hundred in the following three years. Much of the recent investment was linked to the international Expo17 held in the city during the summer of 2017. Iveco was appointed official supplier for Expo17 having already established a presence in the city by supplying 358 Citelis Euro V buses. In time for the Expo, 210 Urbanway and Urbanway Hybrids were delivered from the factory in Annonay, France, while the final assembly was carried out locally in Kostanay, at facilities belonging to Iveco Bus’s partner and distributor SaryarkaAutoProm.

Support infrastructure also saw investment – a new depot, improved bus stops and travel cards have all been implemented. The city has 1065 bus stops, 82 of the busiest were upgraded to semi-enclosed with Wi-Fi connectivity and heating, essential when temperatures can plummet to -20 combined with heavy snow fall. In July 2018 new enter-and-exit rules began, boarding via the front door, exiting via any door and cash fares became double the amount charged using the ‘Transcard’ smartcard system, currently a single fare using the card cost 90 tenge (12p approx. US \$0.26).

Almaty

Set around a dramatic backdrop of the Zailiysky Alatau mountains, the former capital Almaty is the largest city in Kazakhstan, with a population of 2,029,800. The city is comprised of beautiful tree lined avenues in a grid formation, fed by a modern motorway network that brings people in from the surrounding plains and also leads to chronic traffic congestion. The public transport system consists of one subway route with 9 stations, 8 trolleybus routes and 110 bus routes. Bus routes are numbered 1 to 205 with route 3 operating 24hr from the airport, whilst trolleybus routes are numbered 1 to 25.

In the late 1990s public transport passed to 48 private operators operating 3,304 buses. Today that figure is 13 private companies and 1 municipal operator, Almaty Electrotrans, together operating 1,535 buses and 200 trolleybuses. Approximately 800 of the buses are CNG powered, some converted from diesel other purchased new. 2010/11 saw 200 new CNG deliveries with further deliveries from Daewoo (GDW6126HGNE model) and Yutong (ZK6120HGM model) in subsequent years. The trolleybus network has also seen regular investment although it has currently stalled, and there are 200 modern Neoplan YoungMan JNP6120GDZ operating which have all been delivered since 2008.

Once again a smartcard, the ‘Onay’, is available reducing the fare from 150 tenge cash to 80 tenge. Surprisingly, conductors are still used on some services and they carry a hand held scanner to supplement the one fitted beside the driver cab. If time only permits just one bus journey, it is worth hopping on a number 12, with a peak-time headway of seven minutes, departing from the Kazakhstan Hotel in the city centre and climbing 899m in 14.5km through the city’s most affluent suburbs to the terminus at Medeu. This is the world’s largest high mountain ice skating rink and is the gateway into the Shymbulak Ski Resort, passing through the city’s most affluent suburbs on route.

Before heading to either Sairan or Sayakhat, the two bus stations with inter-regional departures, it is worth reflecting on Almaty’s prominence in the local bus building industry. In 2007 Daewoo Bus Kazakhstan LLP opened a factory and 2019 production is expected to be between 300 and 400 units. 2016 saw the launch by Higer and Parasat of a project for producing electric buses and in 2018 Euracom Group GmbH opened a facility that can build 100 electric buses per year.

Shymkent

This is third most populous city in Kazakhstan after Almaty and Astana with a population of 1,002,291. The city has aspirations to attract more tourists whilst continuing to develop as a regional centre. Two double-deck tourist buses were delivered in 2015, purchased by Zhibek Zholy, but to outsiders there seems little to attract visitors beyond a Soviet era centre and Kazak modernism, although they do have a liking for all things London red like buses, phone boxes etc.

The city has 74 bus routes with a vast array of express services operated by 27 companies, including an international route to Tashkent in Uzbekistan which takes three hours to cover the 145 kilometres. Many operators use the large 'Abtotypak' on the north western side of the city. The majority of local buses are provided by the Green Bus Company which was established in Shymkent during 2014. The company has a fleet of 200 relatively new Yutong and Golden Dragon built vehicles running on CNG.

The reason for staying in Shymkent is to use the city as a gateway for visiting the historical sites at Otrar and Turkistan (a city not another country despite its name), both are points along the original Silk Road, about 2 ½ hours and 600 tenge drive away. Turkistan has a modest bus terminus in the city centre with local operators using a motley selection of Mercedes Benz 0405s, Russian PAZ, Chinese FAW and van derived marshrutkas.

Departing Kazakhstan for Bishkek, the capital of Kyrgyzstan, the journey is best made by air due to the state of the roads.

Bishkek

Arriving in the capital, it becomes immediately apparent that the country is less developed than Kazakhstan. The city has an older more established Soviet feel to it which is enhanced by the aging fleet of trolleybuses plying the streets. There are 11 bus, 8 trolleybus and 115 marshrutkas routes with bus fares costing eight som and marshrutkas ten som. (13pprox. US \$0.14).

In 2018 the city created one transport body under local government control with the aim of speeding up the modernisation of the network which had commenced in 2013 with the arrival of forty-four new trolleybuses. Trolleybus deliveries have come from Belkommunmash OJSC in Belarus and Russian manufacturer Trolza (formally Ziu) who are the current favoured suppliers with fifty-two 5275.03 Optima's due in service by the end of 2019. Work to modernise the marshrutkas network has also taken place, removing many of the older Mercedes Benz 207D's from the streets with replacements between 2009 and 2013, via China Aid, coming from Yangzhou Yaxing Motor Coach Co., Ltd. (now Asiastar). More recent deliveries in 2017 were Chinese built Chongqing Hengtong CKZ6116NA4 CNG powered buses for city centre circular route 35 which also serves the railway station.

Moving on from the city to experience the natural wonders of this country is relatively simple as the country has an extensive network of marshrutkas routes. This mode of transport does however require stamina and one long day in what was a Mercedes Benz Sprinter van conversion with upright seats was more than enough on this holiday. Thankfully there are tourist coaches and these tend to be old Setra's with the occasional Mercedes Benz and are well suited to the rough roads. Heading east there is little in the way of major conurbations after Tokmok, and major tourist destinations such as Issyk Kul, the world's second largest alpine lake and the ski resorts around the regional capital of Karakol are mainly catered for by the dreaded white minibuses.

The easy option for the homeward journey was a flight back to Astana, where the temperature had gone from a barmy summer 26° to a wintery -2° with a blizzard blowing. Perhaps the weather is a good analogy for the transport in these two countries. Kazakhstan is enjoying an early summer of new buses and modern route systems whilst Kyrgyzstan is still emerging from a long soviet winter with lack of resources to invest in a modern transport network.



"Buses & Model Railways Part 6" - by Adrian Willats.

This "episode" features buses and coaches on layouts seen at the Astolat (Guildford) and Bognor exhibitions, both held in January 2018.



Note a tree lopper, (unusual on model layouts), plus the Todmorden-LMS joint services bus, (dark green with white bands, by yellow railway fence). The yellow-roofed coach, (with cottage and blue tractor), was on a tiny N-gauge oval layout that fitted into a small briefcase!

Operator News



Airlynx

A19 LNX (H5 UNF, YN08 NYX) Scania K114 Irizar C53F, sold to Sand Travel, Malta (JPY 760).

Go Ahead South Coast Bluestar

The company were crowned Large Bus Operator of the Year at the RouteOne awards.

Bargate Street and Hanover Buildings in Southampton were closed from Thursday 15th November to Sunday 23rd December for the Flying Santa Christmas show. The road was closed between 4:30-8:00pm Monday to Saturdays and between 3:30-7:00pm on Sundays. Routes 1, 2, 3, 16, 17 and 18 were affected.

New Year's Day, special service on routes 1, 2, 4, 9, 12, 16, 17 and 18. No service on other routes.

Hants & Dorset.

7686 LJ, Bristol FL6G, chassis 198.008/ body ECW 13267 (H37/33RD), new 1962, resides in Santa Clarita, California and used as a mobile home.

Luckett, Fareham.

New November 2018 for National Express contracts, Scania K410EB6/Caetano C59Flt.: BF68LDX YS2K6X20001909303, BF68LDZ YS2K6X20001909317, BF68LEJ YS2K6X20001909357, BF68LEU YS2K6X20001909410, BF68LFA YS2K6X20001909420. PH0005948/12 From: Southampton Parkway Rail Station To: NATS Whiteley/NATS Swanwick No.NATS 2 Effective date: 17 December 2018 Monday to Friday 3 AM services and 3 PM services.

Pegasus Coaches.

PH1074813 SI POOLE BAY TRAVEL LTD Directors: Michael Lee, Nigel English, Patricia Bryant, Paul Maslin. UNIT 1, BOTTINGS INDUSTRIAL ESTATE, CURDRIDGE, SO30 2DY. New operating centre: FIVE OAKS FARM, WINCHESTER ROAD, SHEDFIELD, SOUTHAMPTON, SO32 2HS New authorisation at this operating centre will be 15 vehicles.



SD08 PEG leaving the current depot in Curdridge.

©Barry T.



Baileys Bus, Portsmouth. MA52 OXF. Mercedes Benz O530 chassis WEB62804323102293 B35D. New to City of Oxford 2002. Outside Qualiti Vehicle Conversions, Curdridge. © Barry T.

City of Portsmouth

UOR 320T, Leyland Atlantean AN68A/1R chassis 7705468/body Alexander AL64/3575/1 (H45/28D), new 1978. Now in Montpellier, France with El Cactus Food Truck. Leyland Atlantean ERV 250D for sale on ebay £14,995.00.

Portsmouth City Coaches Ltd.

PH2013809/1 Operating between Hayling Island, Eastoke Corner and Hayling Island, Ferry Terminus service 149 cancelled from 28 January 2019.

Southampton City Transport.

The Southampton & District Transport Heritage Trust reports that AEC Regent 314 AOW has a new location in Northern France. Painted black it is a pizza café. SADTHT will be running their vehicles on 26th/27th January between Southampton Airport Parkway and Barton Peveril for the model railway show, also at the VTG Transport Fair in Cosham on 3rd March. Their vehicles will also be on display at the Bursledon Brickworks Buses & Craft Fair on Sunday 24th March. **Red Ensign** 1984 Kassbohrer Setra S228DT for sale on ebay £32,000.00.

Wheeler's.

SF08 RRO MAN/Wrights B44F now in the fleet of Foxstar, Bristol.

Xelabus.

A fares increase came into effect from Sunday 6th January 2019. No services operated New Year's Day. Currently in all over white is FD15 HTP Mercedes Benz 1218L Chassis WDB9670252L944181 body Plaxton EC10/01 (C36F), new 2015 to McChrystal. New in January, YX68 UNY, AD E20D MMC. Former DAF/Plaxton still in fleet colour for sale as mobile home/office on ebay £1500.



FD15 HTP in the depot. © Robert Winkworth



ROYAL BRITISH LEGION POPPY APPEAL 2018.

The following buses also carried large commemorative poppies for the 2018 Appeal.

33895 33896 33897 47583 47584 63048 63058 63060
63066 63186 63310

VEHICLE ON LOAN TO FIRST HAMPSHIRE & DORSET LIMITED.

63390 Wrightbus StreetLite Max DF MicroHybrid

[Mercedes-Benz OM934 engine and gearbox]

Wrightbus StreetLite Max DF B45F+30+0 variable to B39F+36+0 or B39F+35+1

Fleet No.	Registration	Chassis	Body	First licensed
63390	SK68 TKO	SA9DSRXXX18141676	AR165	12/18

Delivered 11/12/18 in plain white without fleetnames but with plastic sheeting covering floor and seats to Hoeford Depot of First Hampshire & Dorset Limited (63390). Entered service at Hoeford Depot on services X4 and X5 on 20/12/18. Rather than a demonstrator, this bus appears to be part of a batch intended to be dealer stock and diverted to First Hampshire & Dorset Limited as a courtesy bus while another StreetLite has major repair work.

REPAINTED VEHICLE.

36006 Painted in First UK Buds Urban Livery in 1/19.

INITIAL DISPOSALS.

33156 (LR02 LXP) First West of England Limited, Bristol (33156), 5/12/18. Allocated to Hengrove 5/12/18. Entered service on route 18 on 6/12/18 in full Slowcoaster livery.

42728 (T728 REU) The Provincial Society, Fareham, Hampshire, 10/12/18, for preservation.

ALLOCATIONS.

Fleet No.	Date	From	To	Note
47405	2/11/18	Hilsea	Southampton	
47406	30/10/18	Hilsea	Southampton	
47407	2/11/18	Hilsea	Southampton	
47583	9/5/18	Hilsea	Hoeford	
47583	30/10/18	Hoeford	Hilsea	
47585	2/11/18	Hoeford	Hilsea	
47586	4/12/18	Hoeford	Hilsea	

Robert Smith & Shaun Daniels.

Christmas 2018 and New Year 2019.

Christmas Eve Monday 24/12/18: Saturday level of service but all services finishing about 2000.

Christmas Day Tuesday 25/12/18: No service.

Boxing Day Wednesday 26/12/18:

E1 (GOSPORT – FAREHAM) Hourly service from about 0740 to 1830.

E1 (FAREHAM – GOSPORT) Hourly service from about 0755 to 1830.

E2 (GOSPORT – FAREHAM) Hourly service from about 0740 to 1830.

E2 (FAREHAM – GOSPORT) Hourly service from about 0755 to 1830.

Note: Services E1 and E2 will combine to provide a half-hourly service along common sections of the route.

1 (PORTSMOUTH – SOUTHSEA) Half-hourly service from about 0900 to 1905.

1 (SOUTHSEA – PORTSMOUTH) Half-hourly service from about 0845 to 1855.

2 (PORTSMOUTH – PAULSGROVE) Half-hourly service from about 0740 to 1851.

Variations: One journey will start from Hilsea Lido at 0746, then operate via standard route terminate at Paulsgrove (Paulsgrove Shops) at 0801. One journey will start from Portsmouth (The Hard Interchange) at 1830 then operate via standard route to terminate at Hilsea Lido at 1906.

2 (PAULSGROVE – PORTSMOUTH) Half-hourly service from about 0810 to 1810.

Variation: One journey will start from Hilsea Lido at 0755, then operate via standard route to terminate at Portsmouth (The Hard Interchange) at 0829.

3 (FAREHAM – SOUTHSEA) Half-hourly service from about 0800 to 1730.

Variation: One journey will start from Fareham Bus Station at 1800, then operate via standard route to terminate at Portsmouth (The Hard Interchange) at 1907.

3 (SOUTHSEA – FAREHAM) Half-hourly service from about 0855 to 1810.

Variations: One journey will start from City Centre [South] at 0843, then operate via standard route to terminate at Fareham Bus Station at 0936. One journey will start from Southsea (South Parade Pier) at 1840, then operate via standard route to terminate at City Centre [South] at 1858.

7 (PORTSMOUTH – WECOCK FARM) Route revised to start from Portsmouth (The Hard Interchange), then operate via Queen Street, Bishop Crispian Way, Stanhope Road and Commercial Road [South] to City Centre [South], then via standard route to terminate at Wecock Farm. Half-hourly service from about 0800 to 1820.

7 (WECOCK FARM – PORTSMOUTH) Route revised to start from Wecock Farm, operate via standard route to Unicorn Road, then via Stanhope Road, Commercial Road [South], Edinburgh Road, Bishop Crispian Way, Queen Street, Wickham Street,

Clock Street and The Hard to terminate at Portsmouth (The Hard Interchange). Half-hourly service from about 0755 to 1825.

Note: Service 7 will only serve Portsmouth (The Hard Interchange) on Boxing Day. No other services will be operated on Boxing Day.

Thursday 27/12/18 to Saturday 29/12/18: Saturday level of service.

Sunday 30/12/18: Normal Sunday service.

New Year's Eve Monday 31/12/18: Saturday level of service but all services finishing about 2000.

New Year's Day Tuesday 1/1/19: No service.

Wednesday 2/1/19 to Friday 4/1/19: Saturday level of service.

The Great South Run 2018, Southsea.

Bus services were affected as follows.

Saturday 20/10/18:

8 (SOUTHSEA – CLANFIELD) Shortened to start from Pembroke Road from 1015 to 1100.

8 (CLANFIELD – SOUTHSEA) Shortened to terminate in Pembroke Road from 1015 to 1100.

Note: This blockade signs and barriers to be installed along Pier Road.

Sunday 21/10/18:

Portsmouth park & ride (TIPNER – PORTSMOUTH) Extra journeys were operated solely for participants and their supporters in the Run. Until 0920, they operated from Portsmouth International Port (rather than Tipner park & ride site) via Rudmore Roundabout and standard route to The Hard, then via St George's Road, Cambridge Junction, High Street, Pembroke Road, Gordon Road and Pier Road to terminate at Clarence Pier. After 0920 these extra journeys, and the normal journeys, terminated in Portsmouth City Centre.

Portsmouth park & ride (PORTSMOUTH – TIPNER) Extra journeys were operated solely for participants and their supporters in the Run. Until 1000, they started from Clarence Pier and operated via Pier Road, Gordon Road, Pembroke Road, High Street, Cambridge Junction and St George's Road to The Hard, then via standard route to Rudmore Roundabout then via link road to Portsmouth International Port (rather than Tipner park & ride site). After 1000 these extra journeys, and the normal journeys, started from Portsmouth City Centre.

Buses used on the extra **Portsmouth park & ride** journeys included 32759, 32764, 32767, 37162, 37163 and 37165.

Other bus services were affected as follows from 0945 to about 1500 on the Sunday.

X4 (SOUTHSEA – SOUTHAMPTON) Shortened to start from City Centre [South].

X4 (SOUTHAMPTON – SOUTHSEA) Diverted from Unicorn Road via Stanhope Road and Commercial Road (South) to terminate at City Centre [South].

1 (SOUTHSEA – PORTSMOUTH) Revised to start from The Strand, then diverted via Waverley Road to Albert Road, and from Bradford Junction via Holbrook Road, Arundel Street, Station Street and Edinburgh Road to terminate at City Centre [South].

Note: Bus started from Fareham as service **3** and changed to service **1** at The Strand.

1 (PORTSMOUTH – SOUTHSEA) Revised to start from City Centre [South], then diverted via Edinburgh Road, Commercial Road [South], Station Street, Arundel Street and Holbrook Road to Bradford Junction, and from Highland Road via Albert Road and Waverley Road to The Strand, from where buses continued as service **3**.

2 (PORTSMOUTH – PAULSGROVE) Revised to start from City Centre [South] and operate via Edinburgh Road, Commercial Road [South], Station Street, Arundel Street and Holbrook Road to Bradford Junction.

2 (PAULSGROVE – PORTSMOUTH) Diverted from Bradford Junction via Holbrook Road, Arundel Street, Station Street, Stanhope Road and Edinburgh Road to terminate at City Centre [South].

3 (FAREHAM – SOUTHSEA) Revised to operate from Unicorn Road via Edinburgh Road, Commercial Road [South], Station Street, Arundel Street, Holbrook Road, Bradford Junction, Victoria Road North, Elm Grove, Grove Road South, Kent Road, Portland Road, Osborne Road and Clarendon Road to The Strand, from where buses continued as service **1**.

3 (SOUTHSEA – FAREHAM) Revised to start from The Strand, then diverted via Clarendon Road, Osborne Road, Portland Road, Kent Road, Grove Road South, Elm Grove, Victoria Road North, Bradford Junction, Holbrook Road, Arundel Street and Station Street to Commercial Road [South].

Note: Buses started as service **1** from Portsmouth.

7 (PORTSMOUTH – WECOCK FARM) Shortened to start from City Centre [South]. At least some afternoon journeys were also diverted from Marketway via Hope Street, Church Street Roundabout, Commercial Road, Cornmill Street and Lake Road to Commercial Road [North].

7 (WECOCK FARM – PORTSMOUTH) Diverted from Unicorn Road via Stanhope Road and Commercial Road [South] to terminate at City Centre [South].

8 (PORTSMOUTH – CLANFIELD) Shortened to start from City Centre [South].

8 (CLANFIELD – PORTSMOUTH) Shortened to terminate at City Centre [South].

16 (PORTSMOUTH – EASTNEY) Revised to start from City Centre [South] and diverted via Edinburgh Road, Commercial Road [South], Station Street, Arundel Street, Holbrook Road, Bradford Junction, Victoria Road North, Victoria Road South, Albert Road and Highland Road to Eastney Road.

16 (EASTNEY – PORTSMOUTH) Diverted from Eastney Road via Highland Road, Albert Road, Victoria Road South, Victoria Road North, Bradford Junction, Holbrook Road, Arundel Street, Station Street, Stanhope Road and Edinburgh Road to terminate at City Centre [South].

17 (COPNOR – SOUTHSEA) Diverted from Highland Road via Albert Road and Waverley Road to The Strand, from where buses continued as service **18**.

17 (SOUTHSEA – COPNOR) Revised to start from The Strand and operated via Waverley Road and Albert Road to Highland Road.

Note: Buses started from Paulsgrove as service **18**.

18 (SOUTHSEA – PAULSGROVE) Shortened to start from The Strand.

Note: Buses started from Copnor as service **17**.

18 (PAULSGROVE – SOUTHSEA) Shortened to operate to The Strand, from where buses continued as service **17**.

Cosham Bonfire & Fireworks Display, Cosham, Portsmouth.

The annual Cosham Bonfire & Fireworks Display took place on King George V Playing Fields on Wednesday 7/11/18. Roads were closed to traffic as follows.

Bus services were affected as follows.

From 1900 to 2030:

2 (PORTSMOUTH – PAULSGROVE) Diverted from Portsbridge Roundabout via Western Road and Southampton Road to Pasteur Road.

2 (PAULSGROVE – PORTSMOUTH) Diverted from Pasteur Road via Southampton Road and Western Road to Portsbridge Roundabout.

3 (FAREHAM – SOUTHSEA) Diverted from Pasteur Road via Southampton Road and Western Road to Portsbridge Roundabout.

3 (SOUTHSEA – FAREHAM) Diverted from Portsbridge Roundabout via Western Road and Southampton Road to Pasteur Road.

7 (PORTSMOUTH – WECOCK FARM) Diverted from Portsbridge Roundabout via Western Road and Southampton Road to Northern Road.

7 (WECOCK FARM – PORTSMOUTH) Diverted from Northern Road via Southampton Road and Western Road to Portsbridge Roundabout.

8 (PORTSMOUTH – CLANFIELD) Diverted from Portsbridge Roundabout via Western Road and Southampton Road to Northern Road.

8 (CLANFIELD – PORTSMOUTH) Diverted from Northern Road via Southampton Road and Western Road to Portsbridge Roundabout.

18 (SOUTHSEA – PAULSGROVE) Diverted from Portsbridge Roundabout via Western Road and Southampton Road to Pasteur Road.

18 (SOUTHSEA – PORTSMOUTH) Diverted from Pasteur Road via Southampton Road and Western Road to Portsbridge Roundabout.

Gunwharf Quays Fireworks Extravaganza, Gunwharf Quays, Portsmouth.

This annual event took place on Thursday 8/11/18 from 1800 to 2100. To cope with the extra visitors, the park & ride service was bolstered to operate every three minutes during the evening until about 2100. Extra buses used included 65020.

Remembrance Day Parade, Lee-on-the-Solent.

The annual Remembrance Day Parade took place on Armistice Day Sunday 11/11/18 between 1015 and 1145. Bus services were affected as follows.

X5 (GOSPORT – SOUTHAMPTON) Diverted from Grove Road via Pier Road, Marine Parade East, Milvil Road and a private road through HMS Daedalus to Marine Parade West.

X5 (SOUTHAMPTON – GOSPORT) Diverted from Marine Parade West via a private road through HMS Daedalus and Milvil Road to High Street (Lee-on-the-Solent).

Funeral of Bus Driver.

Hilsea driver Rob Munro died suddenly in October 2018. He was cremated at Portchester Crematorium on Friday 19/10/18. Due to the number of people attending the service, 47406 took First Hampshire & Dorset staff and friends from Hilsea Depot. The bus showed a suitable display on its destination equipment.

Christmas Lights & Carol Service, Stubbington.

A Christmas Lights & Carol Service took place on Stubbington Green between 1500 and 1900 on Saturday 8/12/18. Consequently, bus services **X5 (GOSPORT – SOUTHAMPTON) & 21/21A (FAREHAM – HILL HEAD – FAREHAM)** in both directions could not serve the bus stop for Stubbington Green. Instead, buses operated direct along Gosport Road in both directions and observed temporary buses placed near Stubbington Green.

Points Failure at Hilsea.

A fault developed in the railway points at Hilsea at 2230 on Sunday 25/11/18. The problem lasted until 1500 on Monday. Train passengers were allowed to use conventional First Solent services **X4** and **8** and FirstSouthampton City Red service **6** from 1130 to 1500 on the Monday.

Removal of Tree in Grove Road South, Southsea.

Grove Road South was closed to traffic between its junctions with Marmion Road and Glebe Court from 0930 to 1800 on Tuesday 4/12/18. Bus services were affected as follows.

3 (FAREHAM – SOUTHSEA) Diverted from Museum Road via King's Terrace, Jubilee Terrace, Bellevue Terrace, Pier Road, Duisburg Way, Clarence Parade and Osborne Road to Clarendon Road.

3 (SOUTHSEA – FAREHAM) Diverted from Clarendon Road via Osborne Road, Clarence Parade, Duisburg Way, Pier Road, Bellevue Terrace, Jubilee Terrace and King's Terrace to King's Road Junction.

Road Traffic Accident in Victoria Road North, Southsea.

Two vehicles collided in Victoria Road North near the junction with Margate Road at about 1930 on Thursday 1/11/18. The road was blocked for at least one hour. Bus services were affected as follows.

2 (PORTSMOUTH – PAULSGROVE) Diverted from Bradford Junction via Victoria Road North, Fratton Bridge, Fawcett Road and Lawrence Road to Albert Road.

2 (PAULSGROVE – PORTSMOUTH) Diverted from Albert Road via Lawrence Road, Fawcett Road, Fratton Bridge and Victoria Road North to Bradford Junction.

Road Works in Fawcett Road, Southsea.

Fawcett Road was closed to traffic for resurfacing and repair of damaged road humps on the nights of Monday 5/11/18 to Friday 9/11/18 and from Monday 12/11/18 to Friday 16/11/18. Bus services were affected as follows.

15 (PORTSMOUTH – EASTNEY) Not affected. Service had finished for the day before road works started.

15 (EASTNEY – PORTSMOUTH) Not affected. Service had finished for the day before road works started.

18 (SOUTHSEA – PAULSGROVE) Diverted from Fratton Bridge via Victoria Road North to Elm Grove.

18 (PAULSGROVE – SOUTHSEA) Diverted from Elm Grove via Victoria Road North to Fratton Bridge.



Is SN14 ECV really displaying an SOC golden jubilee sticker in the windscreen!
© Chris Drew

Road Works on the London Road Service Road, Portsdown Hill.

The London Road Service Road links London Road with Portsdown Hill Road near *The George Inn*, and is used by service **7**. It was closed to traffic for resurfacing between 2000 and 0530 on the nights of Monday 12/11/18 to Friday 16/11/18 and Monday 19/11/18 to Friday 23/11/18. Bus services were affected as follows.

7 (WECOCK FARM – PORTSMOUTH) Diverted from Crookhorn Lane via Portsdown Hill Road and Southwick Hill Road to London Road.

Road Works in West Street, Fareham.

West Street was closed to traffic for resurfacing during the nights of Thursday 1/11/18, Friday 2/11/18, Monday 5/11/18 and Tuesday 6/11/18. Bus services were affected as follows.

E1 (GOSPORT – FAREHAM), E2 (GOSPORT – FAREHAM), X4 (SOUTHAMPTON – PORTSMOUTH), X5 (SOUTHAMPTON – GOSPORT), 9 (GOSPORT – FAREHAM) & 9A (GOSPORT – FAREHAM) Diverted from Station Roundabout via Western Way, Portland Street and Hartland's Road to Fareham Bus Station.

Road Works in Pound Road, Old Netley.

Pound Road was closed to traffic for road works from Monday 5/11/18 to Friday 16/11/18. Bus services were affected as follows.

X4 (PORTSMOUTH – SOUTHAMPTON) & X5 (GOSPORT – SOUTHAMPTON)

Operated direct from Hamble Lane to Portsmouth Road, thereby avoiding Pound Road.

X4 (SOUTHAMPTON – PORTSMOUTH) & X5 (SOUTHAMPTON – GOSPORT)

Operated direct from Portsmouth Road to Hamble Lane, thereby avoiding Pound Road.

Road Works at Wright's Hill, Sholing, Southampton.

Wright's Hill was closed to traffic for road works from 0930 to 1530 on Thursday 8/11/18. Bus services were affected as follows.

X4 (PORTSMOUTH – SOUTHAMPTON) & X5 (GOSPORT – SOUTHAMPTON)

Operated direct along Portsmouth Road, thereby avoiding Upper Weston Lane and Wright's Hill.

FIRSTSOLENT BUS SERVICES.

6 (PORTSMOUTH – SOUTHSEA) (PH0006159/477)

New service on contract to Portsmouth City Council from Monday 7/1/2019. Every 30 minutes from 0945 to 1445 on Mondays to Fridays. Every 30 minutes from 0945 to 1245 on Saturdays. No Sunday service.

Outward: PORTSMOUTH, THE HARD – The Hard – St George's Road – Cambridge Junction – Old Portsmouth, High Street – Pembroke Road – Gordon Road – Southsea, Duisburg Way – Osborne Road – *Palmerston Road Shopping Centre* – Clarendon Road – **SOUTHSEA, THE STRAND.**

Return: SOUTHSEA, THE STRAND – Clarendon Road – *Palmerston Road Shopping Centre* – Osborne Road – Duisburg Way – Gordon Road – Old Portsmouth, Pembroke Road – High Street – Portsmouth, Cambridge Junction – St George's Road – The Hard – **PORTSMOUTH, THE HARD.**

Operating Depots: Hilsea (Saturdays) and Hoeford (Mondays to Fridays).

12 (TIPNER – MILTON) (PH0006159/476)

New service on contract to Portsmouth City Council from Monday 7/1/2019. Every hour from 0930 to 1430 on Mondays to Fridays. Every hour from 0930 to 1130 on Saturdays. No Sunday service.

Outward: TIPNER, RANGE GREEN – Tipner Lane – Tipner Road – Walker Road – Twyford Avenue – Northern Parade – Gladys Avenue – North End, North End Junction – London Road – Chichester Road – Copnor, Copnor Road – Copnor Bridge –

Milton Road – Baffins Road – Milton Road – Milton, *St Mary's Community Health Campus* – Milton Road – Rodney Road – Fratton Way – **MILTON, FRATTON WAY.**

Return: MILTON, FRATTON WAY – Fratton Way – Rodney Road – Milton Road – *St Mary's Community Health Campus* – Milton Road – Copnor, Copnor Bridge – Copnor Road – Chichester Road – North End, London Road – North End Junction – Gladys Avenue – Northern Parade – Twyford Avenue – Tipner, Walker Road – Tipner Road – Tipner Lane – **TIPNER, RANGE GREEN.**

Operating Depots: Hilsea (Saturdays) and Hoeford (Mondays to Fridays).

13 (PORTSMOUTH – BAFFINS) (PH0006159/412)

Both directions: Sunday service re-introduced on contract to Portsmouth City Council from Sunday 6/1/19, but only every two hours between approximately 0945 and 1545 (outward) or between 1103 and 1703 (return).

14 (PORTSMOUTH – BAFFINS) (PH0006158/412)

Both directions: Sunday service re-introduced on contract to Portsmouth City Council from Sunday 6/1/19, but only every two hours between approximately 1045 and 1645 (outward) or between 1016 and 1616 (return).

Note: On Sundays from Sunday 6/1/19, services **13** and **14** combine to provide an hourly frequency over common sections of route.

Note: The services described above are on contract to Portsmouth City Council for a one-year trial costing £80,000. *The News*, 18/1/2019 page 16.

X4 (SOUTHAMPTON – PORTSMOUTH) & X5 (SOUTHAMPTON – GOSPORT)

Operated direct along Portsmouth Road, thereby avoiding Wright's Hill and Upper Weston Lane.

Data Comparison Exercise.

An exercise to compare data on ticket machines matched that on bus stops with real time information (RTI) was performed in April and May 2018. This affected all First Hampshire & Dorset depots to ascertain whether information was being relayed from ticket machines and received by the RTI equipment at bus stops. These exercises have been done annually since RTI equipment was introduced to Portsmouth area.

As an example, Hilsea's exercise occurred during the week commencing Monday 30/4/18. Each route chosen for the exercise was surveyed at least twice to check reproducibility. A bus not on public service was driven along a route on two separate evenings and data on bus and RTI checked. These journeys were done during the evening to prevent clogging bus stops. Buses were chosen randomly according to which ones were available. Routes and buses used by Hilsea were as follows.

Service	Date	Fleet No.
2	30/4/18	63066
2	1/5/18	47407
2	2/5/18	47584
7	30/4/18	63066
7	2/5/18	47584
17	1/5/18	44916
17	3/5/18	44916
18	1/5/18	47407
18	3/5/18	44916
22	1/5/18	44916
22	2/5/18	44917

The John Bulman Collection.





The Santa Bus operated across Portsmouth & Havant during December 2018. Normal services operated New Year's Day.

New fares, including single and return ticket prices, are being rolled out from Sunday 6th January 2019. Stagecoach Mobile App ticket prices have been frozen and are cheaper by up to 5%.

Revised routes and times were introduced to some services on the Chichester & Bognor Regis network on 13th January 2019, revised timetables on routes 51, 52, 53, 56, 60 and 600.

26164 Decorated as Hallowe'en Bus and displayed in Guildhall Square on 26/10/18. It was then used in service for a few days before the decorations were removed. [Shaun Daniels]

27665 had Stagecoach in South Downs fleetnames when used on Portsmouth area service 39 on 23/11/18. [John Kirby]

27877 Decorated inside and out for BBC Children in Need Appeal 2018. It entered service in this guise on 16/11/18 with Pudsey Bear (*ie* a driver suitably attired) driving it on special journeys on service 23 (Southsea – Leigh Park). It then operated ordinary journeys on service 23, still decorated but without Pudsey Bear, from 17/11/18 until at least 26/11/18. [Shaun Daniels]

The Simplyhealth Great South Run 2018, Southsea.

Service 23 was affected as follows on the Sunday.

23 (Southsea – Leigh Park) Shortened to start from City Centre [South]. Diverted from Marketway via Hope Street, Church Street Roundabout, Commercial Road, Cornmill Street and Lake Road to Commercial Road [North].

23 (Leigh Park – Southsea) Shortened to terminate at City Centre [South]. [Kevin Kitcher]

Cosham Bonfire & Fireworks Display, Cosham, Portsmouth.

The firework display started at 1930 and lasted about 30 minutes. Roads were closed to traffic as follows.

From 1800 to 1945: Except for buses and emergency vehicles, Northern Road was closed to traffic between the crossroads with Medina Road and Wayte Street and the junction with Portsmouth Road.

From 1945 to 2030: Except for emergency vehicles, Northern Road was closed to traffic, including buses, from the crossroads with Medina Road and Wayte Street to a point 40 metres south of its junction with Portsmouth Road. Except for emergency vehicles, Portsmouth Road was closed to traffic from a point 90 metres south of the junction with Highbury Way to Portsbridge Roundabout.

Bus services were affected as follows. **From 1800 to 1900:** Not affected.

From 1900 to 2030:

23 (SOUTHSEA – LEIGH PARK) Diverted from Portsbridge Roundabout via Western Road and Southampton Road to Spur Road.

23 (LEIGH PARK – SOUTHSEA) Diverted from Spur Road via Southampton Road and Western Road to Portsbridge Roundabout. [John Kirby]

Points Failure at Hilsea.

A fault developed in the railway points at Hilsea at 2230 on Sunday 25/11/18. Train passengers were allowed to use conventional Stagecoach (South) Limited services 22, 23 and 700 from 1130 to 1500 on the Monday. [Shaun Daniels].

WINCHESTER.

10891 (with 64 branding) was parked in Havant Bus Station on 21/10/18, the Sunday of the Simplyhealth Great South Run. The bus was not used in service at Havant. [Kevin Kitcher]
Minor timetable amendments to HCC contract routes from 17th February.

Fleet News

Alexander-Dennis Enviro400: 19063, MX56 FSP, chassis SFD43GBRA6GXD4017, Body AD 5425/6 H47/33F, delivered 2006 Greater Manchester South. Re-registered to 404 DCD.

Alexander-Dennis Enviro300: 27876, GX13 AOW, chassis SFD1C5AR2DGG30862, body AD D304/16 B46F, delivered 2013. Re-registered to 413 DCD.

Dennis Dart SLF: 34415 GX53 MWF, chassis SFD3CACR33GW87208, body 3033/15 B38F, delivered 2003. From Reserve to Winchester.

34630 GX54 DVY, chassis SFD3CACR44GW17880, body Alexander 4205/10 B38F, delivered 2004. From Chichester to Reserve.

Alexander-Dennis Enviro200: 36018 418 DCD, from Chichester to Guildford.

Robert Martin ~ Manchester 1984

