



Above: Streetlite 47426 has been outshopped as the first recipient of the new “Solent” livery for the Hilsea and Hoeford operations. Photographed on the first revenue route since it left the paintshop.
© Matt Forbes

Left: Southampton Mini Link YX59 in early December on service 5 from Ringwood to Southampton. The service was withdrawn on 31st December 2021.
© David Etheridge



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

Editorial

2022 is here and the first signs are encouraging. It could be a year that enthusiasm is rekindled: a plethora of new vehicles coming to market, some by manufacturers never seen before; the possibility that National Express will finalise the takeover of Stagecoach; the possible emergence of a strong second player in the nationwide express market, and locally a fresh brighter looking fleet from First.

First however, we need to overcome a couple of obstacles: Omicron and Covid in general, and service instability. The two are inextricably linked with Covid being the driving force behind service instability. Without doubt, Omicron has resulted in a spike of staff absences, likely to be aided-and-abated by those seeing a 'shirkers charter' in the lack of medical proof required, and causing a nightmare for traffic managers. The government's continued support for short-term registration changes (now due to continue until September 2022, see David Etheridge's service change column), certainly helps alleviate some of the problems for operators, but does little for building confidence in the travelling public. Excluding school/college pupils, just what volume of travelling public is there? When you look at the number of empty seats on buses especially during off-peak, you have to wonder how viable, let alone profitable, bus operations currently are. Recent statistics suggest loadings are 70% of their pre-pandemic levels, which might be a little optimistic, but are the loadings we are seeing, the new norm, in which case does this give operators the opportunity to jettison vast swaths of their marginal network and place responsibility for provision back with local authorities? The likelihood is we will not know the answer until final network registrations are published in September.

On a brighter note, it is encouraging to see all the new developments in bus design coming along, whether they are 'green', environmentally friendly, carbon neutral, or just playing politics is purely subjective, but it is important that UK design and manufacturing remains at the forefront of innovation. Remember how this country took the low-floor concept, which many said was too expensive, re-engineered it and turned it into a world beater. Buses even made it onto the TV recently, with the car show Fifth Gear suggesting that hydrogen buses and their fuelling infrastructure could be the catalyst for hydrogen cars becoming a viable alternative.

Finally, what a pleasant surprise it was to see the new local colour scheme from First Bus - brighter colours with pleasing graphics and no more drab First Bus corporate identity. It stands out well against the new, divisive Stagecoach corporate identity. Perhaps, this might be the catalyst to revive First locally.



Left: 13th December 2021. The "Hoverbus", (36925, 411 DCD), caught by my phone in Waterlooville, Havant-bound on the 39. © Adrian Willats

Right: 772 (OCD772) a 1955 Leyland PD2 is seen loading at Medstead Station on the Watercress Line on the afternoon of the 8 September 1991. © David Lindsell



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

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

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

Club News

The virtual meetings continued in December with a well-supported 'Six of the best' and in January with Roger Watts new year's address, now something of a tradition. This year the theme was the first 50 years of aviation and public transport and was very well received, which is good news as I understand part two might be coming along in the near future.

In December a live meeting was held at Portchester, arranged and hosted by David Etheridge who entertained us with slides from each year of his collection. David also kindly supplied the refreshment for an extended mid-session interval, allowing plenty of time for a good natter. A larger room than normal was used, with the two outer doors and one inner door remaining open throughout. Members attending wore masks and were required to be double jabbed. Whilst the turnout was small, the opportunity to get together was welcomed.

The February meeting will be the AGM - 7.45pm at Portchester. The chairman has indicated that only essential business will take place and there will be no opportunity for discussion. With this in mind, it is essential that members urgently submit any proposals to the Secretary (James Woodcock), copy to Chairman (Roger Watts) and Treasurer (David Etheridge). If you want to influence the style of future meetings; diary content; visits and guest speakers, you should make your views known. It is down to the membership to offer guidance to the committee. Also, should you wish to stand for a committee post or editor, now is the time to get your nomination in.

Finally, to prevent our Treasurer from having sleepless nights, would you please pay your membership fee promptly after the AGM set the rates.

A MESSAGE FROM THE CHAIRMAN

After two years of uncertainty, the good news is that we are cautiously returning to live meetings at Portchester Community Centre. The committee has decided to offer meetings at Portchester from the AGM on 4 February, 2022 onwards, until or unless we are stopped by Government edict. I intend to keep the AGM as short as possible without superfluous items. The offer is open for those who are ready to return, but there is no expectation that every member must do so. Attendance is entirely up to the individual member. Meetings will return to the Park Room (our normal room) and mask wearing and social distancing is at your discretion inside the room. However, a mask must be worn when walking around the centre – when arriving and departing – and when using the toilets. We will space chairs out to encourage social distancing. It would be great if everyone took a lateral flow test before coming, and it should go without saying, please do not attend if you are feeling unwell or have had a recent positive test.

Regarding forthcoming meetings, the AGM will establish whether members wish to continue monthly at Portchester, and if so, the 4 March meeting will be a members' meeting (bring up to twenty pictures) and will have the simple title "Stagecoach" almost following the lead set for the concurrent virtual meeting. For the 1 April meeting we will try a 2 x 30 minutes show – any volunteers? Please bring your own projector for this. Subsequent meetings – if they can happen – will be more members' meetings (titles to be decided), we will not be trying to invite guest speakers this year. Roger Watts.

FORTHCOMING MEETING DATES (LIVE AND/OR VIRTUAL)

4/3/22; 1/4/22; 6/5/22; 3/6/22; 1/7/22; 5/8/22; 2/9/22; 7/10/22; 4/11/22; 2/12/22; 4/1/23; 1/2/23 (AGM).

Osgood's remembered – Graham Starke



WAA 555



EMP 581C



'Buses to the Bill 2021' – Chris Drew

Last year, organisers of bus rallies have had to become ingenious, finding new ways of to let the owners of buses show off their pride and joys to an audience without putting anyone at risk from Covid infection. The first experiment happened in September 2020 when a 'Flyby' was arranged along the A40. This idea caught on and there have been several in the time since. A new one called 'Buses to the Bill' happened on the 8th August and ran from Salisbury to Portland Bill. Not all vehicles started from Salisbury or indeed ended at the Bill. Some started from Blandford or even Dorchester. The one constant was the A354. It was open to any age of bus and one of the organisers Dave Bickley was pleased by the interest shown by operators to enter a bus or two. This all was still at a stage when only people in a small bubble were carried, no public passengers, this is for another year.



Riding in solitary style. HF70CUW belonging to Excelsior Coaches. It was seen a few miles south of Salisbury at Cashmoor.

RM2097 with its panels in various state of painting. As the sign behind tells us, It was photographed leaving Tarrant Hinton.

Damory Bristol VRT 5070 very well known to enthusiasts in the south. The route taken sent the buses on the original course of the A354 through the old town centers and this was Puddletown.



Also in Puddletown were two more Bristol VRTs, both in variations of Southern National livery. In front is 934 named Thomas Hardy followed by 1122 in the initial privatised livery.

KAD359V a Plaxton bodied Leyland Leopard once in the service of Black & White makes reasonably easy work of climb up onto Portland.

With a little more wheezing JDV754 makes all the right Bedford sounds as it makes for the top. There are two of these in the Lewis Coaches fleet and both are operational...if a little cosseted.



This climb was every bit as hard as the one on Portland. W656FUM a Plaxton Premiere bodied Volvo B10M makes lighter work of it.

Dorchester 2021 – Chris Drew

Last year, for obvious reasons, the Dorchester running day has been reduced in size. Where as in previous times, journeys from the 'Top of the town' car park in Dorchester have headed out in all directions re-creating the routes once operated in that part of Dorset, this year they concentrated on Dorchester and Poundbury. The elongated figure of eight route totaled between three and four miles long which was easily walkable and for me, was a pleasant change. First port of call was Dorchester South station where there was an early pick up.



Preserved in Hants & Dorset NBC dual purpose livery, Leyland National arrives for the first pick-up of the day at Dorchester South Station but there were no takers as the train due at 10am was cancelled due to lack of staff.



Yellow Buses Alexander bodied Volvo Citybus B10M in South Walks Road heading for the 'Six roads meet junction'. Maybe someone can help with the flowers....I know they're not potatoes!



Love it or loath it Poundbury has some unusual backgrounds with architectural designs from all over the place. Not quite sure where this comes from but it does have preserved Devon General Bristol VRT 937 in front of it.



Also ex Devon General, Atlantean 925 (Admiral Blake) waits at the photo spot at Peverell Avenue West and colour co-ordinates with the build behind.



Quite literally the star of many rallies Silver Star Atlantean 42 (1013MW) manages to avoid the statue of Queen Victoria in the square named after her.



This was a gem to find. EAS956, a Leyland PS1 with Crossley bodywork somewhat rebuilt and once owned by Blackburn Corporation as its No.7.



In black & white this could almost be a scene from a post-war movie but this is a row of Edwardian 'Town Houses' at Poundbury in front of which, is RTL1163.



RM 1145 (145 CLT)

Roy Jetten

With a number of SOC members having some interest in London, both past and present, I thought you would be interested in the history of RM 1145 (145 CLT), new in 1962, AEC number R2RH1141, Park Royal H36/28R.

After withdrawal from service at Hounslow in March 1987 by London Buses, RM 1145 was stored at AEC before being loaned to Provincial enabling James Freeman, as MD, to test out the viability of crew operation between Gosport and Fareham. During the month's loan, it spent two weeks in service and following its return to London Buses, it was promptly sold in May to Stagecoach,

© 'Solenteer' Malcom Audsley (flickr)

trading as *Magicbus, Glasgow as its 606, (re-registered by Stagecoach to LDS 402A in 1990). In April 1992, it passed to Kelvin Central Buses as its 1921.

November 1993 saw RM1145 return south, passing to Hallamshire Bus, Kilnhurst, via Regal, Kirkintilloch (dealer), and used on service 277 (Sheffield - Doncaster). After which it was acquired by J. Sykes (dealer) in November 1994, sold to Walker & Weatherley 1995, and passed to GT Transport Borehamwood January 1996 for contract film location work.

At the end of 2000, TFL made an appeal to owners of RMs who were interested in selling their vehicles back to LBSL. RM 1145 became one of a second batch of ten given a thorough body overhaul and re-engineered by Marshall's of Cambridge. RM 1145 returned home to London in its familiar red livery to be allocated to Clapton (CT) Arriva garage for route 38.

When the 38 was converted to bendibus, RM 1145 was transferred to Brixton (BN) for route 159, which was the last service to be operated by RMs and RMLs. RM 1145 played its part on the last day of operation, Friday 5th December 2005.

After withdrawal, TFL as owners of the RMs, now familiarly known as "Dartmasters", sent many of them to be stored at London Bus & Truck, Northfleet. After nearly sixteen years in store, RM 1145 was acquired by the London Bus Company, Northfleet for expected resale along with RM 659. Roger Wright is involved in both London Bus & Truck and London Bus Company, so hopefully RM 1145 will pass on to an RM enthusiast.

At the moment, with the complexities of the Aldenham Works**, only the body of RM1145 can be identified as being new on RM 558, delivered to London Transport as part of its Trolleybus replacement programme in November 1960.

I think there cannot be many local buses that can boast a history anything like the one above?



Stagecoach © Mike Rhodes (flickr)



Arriva © Derek Elston (flickr)



Hallamshire Bus © Richard Simons

*The name was first introduced in Glasgow in 1986, where ex London Transport AEC Routemasters were used on a route to Castlemilk. In 1992 this operation was sold to Kelvin Central Buses.

****Aldenhams Bus Works** Originally intended as car sheds for the never-built Northern line extension beyond Edgware, London Transport (LT) Aldenhams Bus Overhaul Works was located near Elstree, some 6km north-west of Edgware. In 1950 it was announced that there would be no further railway construction beyond Edgware. Chiswick Works was struggling to manage the overhauling of buses, and with the abandonment of the Underground extension it was decided to convert and extend the existing building at Elstree, which became known as Aldenhams Bus Overhaul Works, taking its name from a nearby village. The site was at its busiest during the late 1950s/early 1960s. Work carried out included body rebuilds, accident repairs, repaints, seat trimming, destination blinds, new bus preparation, and tilt-testing.



© Eamonn Kentell (Smugmug)

After some four years on the road, the complete bus would arrive at the Works, the body would be removed from the chassis, and the two would then each go their separate ways. Since chassis overhauls generally took less time than body overhauls, this system saved LT a considerable amount of money by not losing an equivalent amount of road-tax whilst the vehicle was moving through the Works. Thus, it was quite normal for a bus emerging from overhaul to take the stock and registration number of one which entered the works a few days earlier, even though it was a completely different vehicle.

Much of Aldenhams' workload was lost after the formation of London Country Bus Services in 1970, as part of the National Bus Company, to which the Country Area and Green Line services were transferred and which made its own arrangements, although Information Governance 2016-04-27 Page 3 of 5 some work was carried out at Aldenhams for LCBS on a contract basis. After due consideration as to its future, Aldenhams Works closed completely in November 1986 and the site was acquired by Slough Estates. The derelict site remained largely empty until it was demolished in July 1996 and redeveloped as the Centennial Business Park. (TfL Corporate Archives Research Guide)



Will does, LF52 ZNU © Robert Winkworth

An interesting visitor to Hants & Dorset Trim on Monday 17th January.

New to Go-ahead, London, later with Abbey Travel.

The bus, which was purchased by the charity for £10,000, is currently undergoing a £50,000 refit.

It includes a working kitchen so that warm drinks and snacks can be made available.

Upstairs, there will be two flexible meeting rooms – a lounge hang out area with bean bags as well as a more private space for consultations, sexual health clinics and career advice.

Thirty Years Ago (First published in news sheet No11 Sept/Oct 1979)

Southdown acquired Beacon Motor Services of Crowborough who operated stage services from Crowborough to Tunbridge Wells, Uckfield and other local spots. They also had the express service from Rotherfield to London. The name 'Beacon' was used for a number of years for Southdowns centre based tours

Hants and Dorset had several items of interest. First they withdrew the ex-Royal Blue AEC 'Q's (new in 1933/4). Three Duple bodied ones went to Lockerley Motor Services while a Harrington model went to Everyman at Chichester. Also passing to Lockerley was an AEC Regal of 1930 (Rebodied by Beadle in 1937); this too was an ex Elliott vehicle.

Another H & D withdraw was a 1935 Regent - H & D's first new AEC. This went to Princess Garage presumably for scrapping.

Glider's at Bishop's Waltham parted with one of their ex. Aldershot & District TSM B10A2s, but kept two others until 1951. They had all originated in the Woking District fleet. Another ex A & D vehicle arriving in this area was a Dennis Lancet which was acquired by M. Hill of Hayling Island. Do we know if this was as a PSV and does anyone know of M. Hill?

King Alfred Weekend 2021 – Chris Drew



Covering for missing Tiger Cub WCG104 was Reading Buses 402, a Scania K270UB with Enviro 300SG bodywork in Mere oak P&R livery. Could this be the first time a gas bus has been seen in this neck of the woods?

For the weekend of the 11th and 12th September the Friends of King Alfred made their presence know. On the Saturday the cattle Market in Winchester hosted a static display of the usual vehicles connected with King Alfred plus a few extras along for the show.

There was a very special celebration on the Saturday, the 100th anniversary of the first bus service into Winchester from Owslebury and what's more, it was with the original vehicle.

SV6354, first saw the light of day as a car in 1914. In 1921 the chassis was lengthened and a bus body built by a local firm Pitt of Barton Stacey was fitted. A Mr. Dovey ran it until the late 20's when the service passed to Greyfriars Coaches. This route became King Alfred's service 15 in the mid 50s. Some may remember seeing this Ford Model T when in the ownership of Wyatt's of Yattendon near Newbury many years ago. It ran a couple of journeys each way with the King Alfred's PD2 POU494 shadowing it carrying passengers.



- 1) Bedford VAL CCG704C on a return X14 (direct) from Alresford. It had just picked up from the stop at the Winchester Science Centre at Morn Hill.
- 5) Another guest machine was City of Oxford Regal NJO703. It was seen heading off into the sunset....or was it Twyford!





2) Renown 595LCG takes a right turn at the Longwood cross roads on its way to Owslebury. The blind were beautifully set.

4) A guest appearance was made by South Notts 82 an Albion Lowlander on the Twyford circular. It was also part of a comparison between four makes of 1960s low-floor deckers but I didn't see that happen....is there anyone in the SOC that knows any results?



6) Also standing in for the missing Tiger Cub on the timetable was Harrington bodied Bedford SB3 326CAA heading home on the last journey of the number 7 from Sparsholt with James Freeman at the wheel.

And again on January 3rd 2022

A few shots from the FOKAB (small) running day on Monday 3rd. From what I glean from talking to officials (suitably distanced and masked) on the day, the turnout was greater than expected considering the COVID situation and the overcast nature of the day. I don't think it needs any words because I'm quite sure everyone knows the buses involved.



Series of London Bus Photos Part 1 – Robert Martin

Here is a series of London bus photos taken over the years, inspired by the tours organised by Rodney Barnes who is much missed. I have been interested in London buses for some time, more so because of Rodney. Some of the photos were taken on these tours and there will be some history of the routes and their buses including the buses used today. I would like feedback on the photos e.g. the date of the tours and any further information about the routes or the buses plus details of your own time in London taking in the bus scene. If Barry is OK with printing your letters or comments or corrections in the newsletters, I would be most grateful for them.

So we start with 2003?



Metrobus YNO3DFU a Scania/Omnidekkas new to them in 2003, now with Grayscroft of Mablethorpe (registration IIG 1656). Note the club members by the bus.

Route 64 history: **03.10.34** West Croydon Station - Selsdon (Previously route 254). Buses used ST/STLs: **30.4.58** RTs Introduced. **04.03.59** Elmers End- West Croydon Station-Addington with RTs. **20.07.60** Addington-West Croydon Station-Tooting- Wimbledon Stadium with RT/RMs (part replacement for trolleybus route 630). **10.05.61** withdrawn Tooting to Wimbledon Stadium. **01.09.64** all RM route. **04.12.71** converted to OPO with DMSs. **14.05.88** Thornton Bus Garage- West Croydon Station- New Addington with DMSs. **01.04.89** South London with DMSs. **14.03.92** South London with Olympian/ECW, Dart/Duple. **30.08.97** Metrobus with Olympian/East Lancs, Optare Olympus, Scania/Omnicity. **24.10.15** Night Buses. **27.08.16** Arriva with Dennis E40D/Enviro 400 as at 2021.

Operating garages over the years: Elmers End; Thornton Heath; Croydon; Metrobus, Orpington, Croydon and Pole Hill.



Arriva Olympian with ex Routemaster registration VLT27 (C27CHM) now in Sassenburg, Germany and London General PN02XCC a Volvo/East Lancs now with Plymouth Citybus.

Route 264 history: **22.08.87** (South London) Tooting Broadway-Croydon-New Addington with DMSs. **14.3.92** Tooting Broadway-Croydon with Titans/Olympians. **30.08.03** to date Arriva London, Croydon-Tooting St George's Hospital with DAF DB250LF/Gemini and DB300/Gemini.

Operating Garages over the years: Beddington Farm, South Croydon and Thornton Heath. See 'Route History for the 64' (above).



Docklands Buses HV020ZU a Dennis Dart/Caetano Nimbus new to them in 2002 eventually moving to Avon Buses, Prenton.

Route 167 history: **05.05.48** Loughton Station-Chigwell-Barkingside using LTs, changing **26.10.49** to STDs. **17.10.51** Debden- Loughton-Barkingside-Ilford station using STDs. **19.05.54** extended from Debden to Debden Broadway. **19.05.54** change to RTs. **03.07.71** change to SMSs. **31.03.79** Deben Station-Barkingside - Ilford Station, change to DMSs. **28.1.82** change to Titans. **4.9.82** change to National MK1s. **24.05.86** Eastern National (CityBus) with National MK1s. **29.07.90** Thamesway with National MK1s. **07.03.92** Grey Green with VolvoB10M/East Lancs. **03.10.98** Arriva with Dennis Dart/Alexander. **18.09.06** as Photo but under Go Ahead London. **25.06.11** Go Ahead London (Blue Triangle) with MCV Evolutions. **11.03.17** Ilford- Loughton station withdrawn Loughton to Debden now with Stagecoach using Dart/E200s. 2021 MMC Enviro's.

Operating Garages over the years: Barking; Loughton; Barking; Leyton and Silvertown. 167A Abridge-Chigwell-Abridge 28.10.72 with RTs withdrawn 10.04.76.



Quality Line (Epsom Buses) Mercedes Benz/Citaro 0530 (BW03 ZMY) also saw service with Yourbus.

Route 293 history: **18.04.70** Epsom Station-Morden Station-Wimbledon Station using MBs. **20.04.74** change to DMSs. **19.07.86** London Country using Atlanteans Olympian/Roe and Volvo B6-50/Northern Counties. **31.03.96** Merton Abbey-Morden Station-Epsom West Park Hospital-Leatherhead Garage, also run by London General with Darts, Olympian/Northern Counties and Metrobuses. **19.07.03** Epsom Coaches (Quality Line) Morden-Ewell-Cheam-Epsom General Hospital using asphoto. **30.08.08** Metrobus using Scania Omnicity. **01.09.18** to date London United (RATP), using Scania/Optare Olympus, Optare Tempo, Dennis Enviro 400H, and currently ADL Enviro 200MMC.

Operating Garages over the years Sutton, Merton, Croydon, Dorking, Epsom, Leatherhead, Merstham.

The Matt Forbes Report

I don't think there's much to report around here at the moment, but the "Solent" repaints are continuing, with 47423/4/6 now shiny and blue (23 yet to re-enter service). After the introduction of the Portsmouth clean air zone (or whatever they've called it), six Volvo B9TL/Wright Gemini have arrived from Bristol, displacing the Trident/EL Myllennium Lolynes which have headed off to First South West. The B9TLs are 37338/48/613/20/21/26 (WX57 HKW/HLJ, WX58 JXY/F/G/N), and all are in Citylines 3/4 (purple) livery, except 348 in Citylines 5 (turquoise). These have largely taken over the U1 service in Portsmouth, as well as other school/college duties and the occasional X4/X5 working. These are reportedly only loans (albeit long-term) – Weston-super-Mare are awaiting delivery of a batch of Wrightbus Streetdecks, which will release Enviro 400MMCs to Weymouth; Hoeford will then receive similar Volvos, and the "Bristol Six" will head along the A36 and back home.

Rail replacements between Portsmouth & Southsea and the Harbour stations are going on this week. This is a pretty dull affair, consisting of a handful of Coastliner E400s and for some reason, a single Scania/Olympus from Coach Events Services (Mayflower) of Hedge End, which I *think* is the first appearance of this operator in the Portsmouth area - and must mean that the engines have been brought up to E6 standard, unless they want to fork out £50 a day for the privilege of shuttling back and forward all day!

Bryant of Bedhampton have a new addition to their fleet – BN17 JKX – Merc Tourismo ex Chariot, Isleworth. This operator is now allocating fleetnumbers, with Iveco/Turas YN18 CLY noted carrying BRY05 and the Tourismo being BRY10.





OPERATOR NEWS

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

BLUESTAR

Sold to Ensign (dealer) SN56 AWX Volvo B7TL/AD H45/33F new to Solent Blue Line; SN03 LDU Transbus Dart SLF B29F new to Musterphantom; HW54 BUU Dennis Dart SLF B27F new to Musterphantom; YJ07 JTX VDL SB120/Wright B39F new to Marchwood. SN56 AWX sold to Bromley Bus Preservation Group.

VOR: 1008 (1/12/21); 1113 (27/11/21); 1125 (21/12/21); 1127 (30/12/21); 1128 (31/12/21); 1129 (31/12/21); 2289 (23/12/21); 2739 (29/1/21); 2740 (31/12/21); 2741 (17/11/21); 2742 (22/12/21); 2743 (31/12/21); 2744 (29/12/21); 2745 (31/12/21); 2746 (9/11/21); 2749 (2/11/21); 2750 (22/12/21); 2756 (8/12/21).

Depot movements: 1530/1/3/4 Lymington to Poole. 1605 Totton to Salisbury.

Christmas/New Year timetables. Thursday 23rd December, normal Thursday service; Friday 24th December, Saturday service on all routes except 35, 39, H1, H2 and Quayconnect which ran a normal Friday timetable, extra morning journeys on 5, 9 & 12; Saturday 25th December - Christmas Day, only 1X and 18X ran with special timetables, special fares applied; Sunday 26th December, Sunday service on 1, 2, 4, 7, 16 & Quayconnect with a special service on 9, 12, 17 & 18, no other routes ran; Monday 27th December, Sunday service on all routes except Quayconnect which ran a Saturday service; Tuesday 28th December, Sunday service on all routes except Quayconnect which ran a Saturday service; Wednesday 29th December, Saturday service on all routes except 35, 39, H1, H2 and Quayconnect which ran a normal Wednesday timetable, extra morning journeys on 5, 9 & 12; Thursday 30th December, Saturday service on all routes except 35, 36, T3, T4 and Quayconnect which ran a normal Thursday timetable, extra morning journeys on 5, 9 & 12; Friday 31st December, Saturday service on all routes except 35, 39, H1, H2 and Quayconnect which ran a normal Friday timetable, extra morning journeys on 5, 9 & 12; Saturday 1st January, Sunday service on 1, 2, 4, 7, 16 & Quayconnect with a Special service on 9, 12, 17 & 18, no other routes ran; Sunday 2nd January, normal Sunday service; Monday 3rd January, Sunday service on all routes.

BRIJAN

L100 BJT. The Ford Transit novelty bus currently for sale £6,500. Located in Torquay.

BRYANT (Bedhampton)

New addition to their fleet – BN17 JKX – Merc Turismo ex Chariot, Isleworth. This operator is now allocating fleetnumbers, with Iveco/Turas YN18 CLY noted carrying BRY05 and the Turismo being BRY10. (*Matt Forbes*)

COACH EVENTS SERVICES

PH2041919/1 From Southampton Airport, Parkway Rail Station to The Ageas Bowl. No. AB1 Limited stop every 30 mins, return - two journeys. Effective from 13th December 2021 on days of domestic T20 or "The Hundred" cricket fixtures at The Ageas Bowl.

FIRST BUS

Shaun Daniels reports, all Tridents at Hoeford are going to Cornwall,

Fleet No.	Registration	Chassis	Chassis No.	Body	Body No.	Seating	New	New to
32759	WA54OLN	Dennis Trident	SFD338BR64GX33583	East Lancs	52404	H49/29F	2/2005	First Devon & C
32760	WA54OLR	Dennis Trident	SFD338BR64GX33584	East Lancs	52405	H49/29F	2/2005	First Devon & C
32761	WJ55CRX	Dennis Trident	SFD338BR65GX33690	East Lancs	55201	H49/30F	9/2005	First Devon & C
32762	WJ55CRZ	Dennis Trident	SFD338BR65GX33691	East Lancs	55202	H49/30F	9/2005	First Devon & C
32763	WJ55CSF	Dennis Trident	SFD338BR65GX33692	East Lancs	55203	H49/30F	9/2005	First Devon & C
32764	WJ55CSO	Dennis Trident	SFD338BR65GX33693	East Lancs	55204	H49/30F	9/2005	First Devon & C
32765	WJ55CSU	Dennis Trident	SFD338BR65GX33696	East Lancs	55205	H49/30F	9/2005	First Devon & C
32766	WJ55CSV	Dennis Trident	SFD338BR65GX33697	East Lancs	55206	H49/30F	9/2005	First Devon & C
32767	WJ55CTE	Dennis Trident	SFD338BR65GX33698	East Lancs	55207	H49/30F	9/2005	First Devon & C
32768	WJ55CTF	Dennis Trident	SFD338BR65GX33699	East Lancs	55208	H49/30F	9/2005	First Devon & C

and these are the replacements:

37338	WX57HKW	Volvo B9TL	YV3S4J82X8A122770	Wright	AB164	H45/29F	11/2007	First Bristol
37348	WX57HLJ	Volvo B9TL	YV3S4J8268A122717	Wright	AB174	H45/29F	12/2007	First Bristol
37613	WX58JXY	Volvo B9TL	YV3S4J8269A129913	Wright	AC425	H45/29F	11/2008	First Bristol
37620	WX58JYF	Volvo B9TL	YV3S4J8289A130142	Wright	AC432	H45/29F	11/2008	First Bristol
37621	WX58JYG	Volvo B9TL	YV3S4J82X9A130272	Wright	AC433	H45/29F	11/2008	First Bristol
37626	WX58JYN	Volvo B9TL	YV3S4J82X9A130420	Wright	AC438	H45/29F	11/2008	First Bristol

32094 withdrawn.

Christmas timetables .

Southampton. Friday 24th Monday to Friday timetable with some early finishes at about 8pm; Saturday 25, no service; Sunday 26th special timetable on City Red routes: 2, 3, 7 only; Monday 27th Sunday timetable; Tuesday 28th Sunday timetable; Wednesday 29th Saturday timetable; Thursday 30th Saturday timetable; Friday 31st Saturday timetable with some early finishes at about 8pm; Saturday 1st no service; Sunday 2nd Sunday timetable; Monday 3rd Sunday timetable.

Portsmouth, Gosport & Fareham: Christmas Eve early finish, 1 Southsea to The Hard 19:36 from Southsea. The Hard to Southsea 19:42 from The Hard; 2 Paulsgrove to The Hard 19:39 from Paulsgrove Shops. The Hard to Paulsgrove 19:43 from The Hard; 3 Fareham to Southsea 19:22 from Fareham, and 19:52 Portsmouth City Centre only. Southsea to Fareham: 19:38 from South Parade Pier to Fareham; Eclipse E1 & E2 Gosport to Fareham E1 at 19:57 from Gosport Bus Station. Fareham to Gosport E2 19:59 from Fareham Bus Station; The Star 7 Wecock Farm to Portsmouth City Centre 19:49 from Wecock Farm. Portsmouth City Centre to Wecock Farm 19:45; The Star 8 Clanfield to The Hard 19:41 from Clanfield. The Hard to Clanfield 19:40 from The Hard terminated at Clanfield Drift Road. Special timetable 1, 2, 3, Eclipse E1/E2 and Star services 7 & 8 on Boxing Day.

From 5th January 2022 until further notice Coxford Road between Lyburn Court and the junction with Lordshill Way will be closed for road works. This closure is in one direction only towards Lordshill Centre and will last for up to 21 weeks. City Red 3 buses towards Lordshill Centre will be diverted Winchester Road, Warren Avenue, Tremona Road, Coxford Road, Olive Road, Aldermoor Road, Lordshill Centre West and Lordshill Centre East for the duration of the road works. In the opposite direction, City Red 3 buses will operate the normal route from Lordshill Centre towards the city centre. Customers go to Lordshill Way or Lyburn Court can stay on the bus and get off near their destination.

PH0006159/478 between Bishops Waltham, The Square and Havant Campus service SD4 from 30 January 2022 amend Timetable.

GARD

From Ensign (dealer), SN57 DWK AD Enviro 200 B32D new to Blue Triangle.

PH1146678/7 Cancellations of existing services granted under short notice. Ringwood, Meeting House Lane and Southampton, Pound Tree Road, No. 5 effective from 31 December 2021.

HYPHE & WATERSIDE

BU14 EHF Volvo / Jonckheere sold.

STAGECOACH

Shaun Daniels reports: 17740 withdrawn; 36256 from Exeter to Portsmouth since December 2021; 10941 on a very long term loan; 19090 not sure if vor or reserve not been seen for

a while. Some Basingstoke MMCs have been on loan at weekends for hover bus this weekend including 26322.

Christmas timetables.

Winchester. Thursday 30th Saturday service, services 46/461 North Baddesley to Winchester and 240 Ropley village and Alresford circular operated normal Thursday timetable. New Year's Eve times were as follows: Last services: 3 from Winchester Bus station to Harestock departed 20.10; The Spring from Winchester to Springvale 20.35; 5 from Winchester to Badger Farm (Sainsburys) 20.35; 64 from Alton to Winchester 20.15, from Winchester to Alton 19.20; 1 from Winchester Stanmore 20.40; 69 from Winchester to Fareham 17.25, to Bishops Waltham Square 18.25; 66 Winchester to Romsey 20.10.

Portsmouth. Friday 24th Saturday service (Friday service on Hoverbus, revised non-school day service on 38), some early finishes; 25th December no service; Sunday 26th normal Sunday service (Hoverbus and 700 service not operated); Monday 27th Sunday service; Tuesday 28th Sunday service; Wednesday 29th Saturday service (Wednesday service on Hoverbus, revised non-school day service on 38); Thursday 30th Saturday service (Thursday service on Hoverbus, revised non-school day service on 38); Friday 31st Saturday service (Friday service on Hoverbus, revised non-school day service on 38) some early finishes; Saturday 1st no service (except Hoverbus operating Sunday service starting an hour later); Sunday 2nd normal Sunday service; Monday 3rd Sunday service.

Bus services in Winchester to be reduced due to staff shortages, changes came into force on January 10. A summary of the changes are: Service 3 (Harestock to Winchester city centre) will run every 20 minutes all day Monday to Friday; Service 5 (Badger Farm to Winchester city centre) will run every 15 minutes all day Monday to Friday; Spring (Winchester to Springvale) will run every 30 minutes throughout the day Monday to Friday; Service 66 (Winchester to Romsey) will run almost hourly throughout the day Monday to Saturday, on the standard route via Jermyns Lane and Abbotswood. A limited number of peak time journeys on Monday to Friday will only continue to serve the route via The Straight Mile, Crampmoor, Richmond Lane and Cupernham Lane.

XELABUS

SN56 AGU, Volvo B7TL/Wright H49/33F, new to Lothian, for sale by Herberts Travel, Blunham, Bedfordshire. Still in Xelabus colours.

Former Xelabus decker now parked in a field alongside the A417 in Herefordshire, registration unknown.

Service X11 Major Diversion with effect from 5th January 2022 for a period of 21 weeks.

As a result of Coxford Road closure the X11 service will operate as normal to Tremona Road at the General Hospital then non stop to Lordshill Centre via Springford Road, Aldermoor Road and Lordshill Centre West.

Passengers for Lordshill should stay on the bus as it will then continue back to the city via normal route including Sandpiper Road and Dunvegan Drive.

Covid19's effect on the Solent Bus Network. David Etheridge

The Traffic Commissioners issued revised Covid-19 Advice for Operators on the 21st December. The current shortened registration period of 35 days for temporary service changes and the ability to submit temporary changes under the Covid-19 Emergency Procedure with 3 days' notice is extended until 28th February 2022.

Services operating on a temporary timetable as at 28th February can continue to operate on that timetable until 31st August 2022 but are then expected to return to the last registered timetable from 1st September 2022 unless a revised full registration is submitted.

Any service changes submitted from 1st March 2022 need to be submitted as a full registration with the pre Covid-19 notice period of 70 days.

The Covid-19 Omicron outbreak and the reinstated work from home instruction from the Government has led to the around 80% of pre-covid passenger numbers on buses outside London in mid-November dropping back by around 10% to 70% by mid-January. In London the mid-November usage of 76% dropped back around 6% to 70% mid-January to match the usage outside London. Usage over the Christmas period held up well in London but dropped dramatically outside London with Christmas Eve and New Year's Eve both at 39%.

National Rail usage fell from 71% mid-November to 52% mid-January, while the Tube fell from 63% to 48% with National Rail down over the Christmas period but the Tube maintaining around 48% throughout the Christmas period.

Cycling still fluctuates widely with weekdays and weekends averaging at around 90% of pre-covid, but for some reasons Thursdays are always a lot higher, often over 100% for some reason.

Overall traffic levels of 96% of pre-covid levels mid-November had dropped back to 87% mid-January. Cars had dropped back from 91% to 83% and light and heavy goods vehicles were down from 109% to 102%.

By monitoring web sites, Traveline and other information that came my way here is a list of changes to all Solent area bus services between the 23rd November and 24th January. Most of these changes are due to ongoing staffing issues exacerbated by the Omicron outbreak.

First Bus Portsmouth/Fareham.

7 Portsmouth – Wecock Farm 16/1 Mon to Fri pm peak reduced frequency from 15min to 20min, Sunday frequency reduced from 20min to 30min.

8 Southsea – Clanfield 16/1 minor retiming for punctuality.

18 Paulsgrove – Southsea 16/1 Mon to Fri frequency reduced from 30min to 35min.

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.

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.

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.

9 Southampton – Sholing 12/12 Mon to Sat frequency reduced from every 38min to every 75min.

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

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.

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.

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.

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.

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.

Go South Coast Unilink – No changes.

Go South Coast Salisbury Reds.

X7/X7R Salisbury to Southampton 16/1 M-F 07.18 Whiteparish to Salisbury suspended.

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.

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

National Express.

030 Fareham – Victoria as at 9/12 7 journeys Tue to Thu, 8 journeys Thu to Mon.
032 Southampton – Victoria as at 9/12 10 journeys Tue to Thu, 12 journeys Thu to Mon.
035 Poole – Victoria as at 9/12 14 journeys Tue to Thu, 18 journeys Thu to Mon.
160 Poole – Birmingham as at 9/12 2 journeys Mon to Sun.
204 Poole – Heathrow as at 9/12 6 journeys Mon to Sun.
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.

Stagecoach Havant & Chichester.

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

Stagecoach Winchester.

3 Winchester – Harestock 9/1 Mon to Fri frequency reduced from every 15min to every 20min.
5 Winchester – Badger Farm 9/1 Mon to Fri off peak frequency reduced from every 12min to every 15min.
66 Winchester – Romsey 9/1 Mon to Fri off peak and Sat frequency reduced from every 30min to Hourly.
Spring Winchester – Springvale 9/1 Mon to Fri peak frequency reduced from every 20min to every 30min to match off peak frequency.
Winchester Park and Ride 24/12 end of enhanced service for Christmas Market.

Xelabus.

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

David Etheridge Photo Round Up



KP51 WAO on rail replacement.



Empress Road line-up.



Coach of the Season.
 MRZ 6103 a Setra
 S431DT band bus of
 Rockstar Logistics of
 Swatragh, County

Londonderry NI
 photographed in
 Southampton on
 18th December.

Railway Replacement – David Lindsell



Top left: Burrows Coaches of Dorset T666BFX "Claire" is former KX03H2P a Dennis Dart with Caetano Nimbus body awaiting work on the Guildford direct service. A long journey on an ordinary bus.

Top right: WJ16KCK a Volvo with Van Hool body of Amport and District on standby.

Bottom left: BM Coaches of Cranford, Middlesex, YK20YSZ a 2020 Yutong GT12 on a Basingstoke service.

Bottom right: YT19EFG of Globus Tours liveried of City Circle coaches. A Scania K4 Irizar also on a Basingstoke service.



Stagecoach 36903 (GN13HHU) an Alexander Dennis E20D with AD B37F body new in August 2013 seen in Battle Town Centre near to the Abbey entrance working the 95 from Hastings to Battle via Bexhill and Ninfield on the 13 November 2021.