

Solent Bus News

Issue 231 June/July 2018

Newsletter of the Solent Omnibus Club. Established 1969



New to Hellyers of Fareham.

2018 Still

going strong

New to Buddens of Romsey as N916DWJ



Diary 2018

Most meetings are held at Portchester Community Centre 7.45pm.

June 1st 2018

3 x ½ hour

July 6th 2018

Evening at the Funtly bus garage.

4th August 2018

Special guest, Andy Warton.

7th September 2018

Members evening ~ Bus stations, garages and termini.

5th October 2018

Launch of 'FESTIVAL 50'. Looking forward to 2019, our 50th year.

2nd November 2018

Three members, half-hour each.

7th December 2018

Christmas fun quiz.

Hants & Dorset



Photographs from the John Bulman collection.

Committee.

Chairman: Barry Turberfield.

Secretary: Roger Watts

Treasurer: David Etheridge.

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Editorial

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This edition marks the 100th that has been produced since you elected me as newsheet editor in 2002. Initially it was produced every eight weeks but has since been changed to every two months following the changed pattern of meetings. This is the lifetime of an average bus and even a fifth of our own. There would come to be four prime ministers in that time, and I consider the main changes to vehicle design in that period have been extensive with the elimination of steps on normal routes and the changes to engine efficiency driven by the need to control air pollution. Virtually none of today's buses existed in 2002 and likewise what will we see come 2034. Yes, it is mind boggling.

The current period has been dominated by First having an acquisition bid by an American asset company which came to nothing, although it caused its shares to rise from 79p to 114p on the hope that dividends would resume payments after some five years without any. They retreated some way after the asset company's withdrawal but have gone up again recently which may be because of the overall investment scene.

The Xelabus and the hybrid bus drama which caused so much angst last time has been resolved.

News

April saw a presentation by Robert Martin entitled "Buses I have known". This bought many vivid reminders of what we used to see only a relatively short time ago and brought memories flooding back. Many thanks are extended to Robert.

May was a member's theme evening on the subject of Volvo and thanks are extended to those who contributed, even though the presentation was augmented to fill the evening,

News from our area.

Emsworth and District On 19th April a double decker was severely damaged when it hit a bridge in Emsworth completely removing the roof. No passengers were on board and judging by the time it happened (1415) it was probably going to collect school children. The bus concerned was LG52DCZ

The following were withdrawn 3/18. KP51 SYA a mini Pointer Dart which came from the failed Countryliner. F210 WRU an Alexander bodied Volvo B10M-50 double decker which originated With Bournemouth, In 4/18: R475 NPR, an East Lancs. Spryte bodied Dart, again from Bournemouth

The following have all gone from West Leigh Yard c4/18 JGV 332N, a Bedford YRT with Plaxton coachwork which was in its heritage fleet, B999 CUS, a similar vehicle but has a Bedford YMQS chassis, H204DVM, a Van Hool T815 coach once owned by Chambers of Bures, a company which is now absorbed into Go Ahead in East Anglia, and X531 UAT, a former Pointer/Dart new to Transdey London.

Alexander Dart N5 BJT and Pointer Darts, HW54 BUV & Y462 JAE have still not entered service. The former is a step entrance bus ex Stagecoach London, the HW54 was ex Isle of Wight council via Go Ahead and the Y registered bus was new to Truronian and was absorbed into First.

Services of this operator were cut in April. Route 28 from Southbourne which was introduced following the loss of contract service 27 across Emsworth was withdrawn and the contracted services in West Sussex were given up with Stagecoach stepping in and taking over. Overall not a good April for this company alongside mass withdrawals. They have however created a route 28A, which has combined sections of recently withdrawn routes, serving Horndean Technical College and Oaklands RC school on a long rambling route as a school journey. Through journeys take over an hour.

Front cover.

Top: H258 GRY, Leyland Tiger with Plaxton C53F body. New to Hellyers in 1991. Previously with Evans, Senghenydd; Huggins, Moreton; Happy Als, Birkenhead. Now in preservation at Hooton. ©Barry T.

Bottom: VIL 1525, Scania K113CRB with Van Hool C51Ft body. New to Buddens of Romsey as N916DWJ in 1996, previous registrations RXP611, EJZ7243, ex Cheney Travel and before that Focus of Much Hoole. Still in Cheney Travel colours, now operated by George Youngs of Ross-on-Wye. ©Barry T.

Stagecoach has operated a route, 25, to a fresh food producer's plant near Chichester. This route, when introduced virtually circumnavigated Portsea Island but it has now been amended to operate to Gunwharf Quays. When seen it is always operated by an Enviro 400 from Chichester. It leaves about 5.30 and returns about 20.00 daily. This route is a registered stage service but a similar service using a Pointer/Dart, was seen in Fratton Road, going to another similar producer showing route A. This service would appear to be a works service as it cannot be found on the company's website. The A journey was seen about 16.45 and had a fair number of passengers. More research will take place. Any information on this would be appreciated please.

Greater Portsmouth operator **Vision Travel** finally has gone into liquidation with the traditional stories of lost deposits etc. for coach bookings by the public. The company had seemed to be hanging from a thread for some time, particularly after the publicity attached to an incident where a driver change took place whilst a coach was still in motion whilst travelling to Middlesbrough on a Portsmouth football supporters trip.

The **Xelabus** saga has been solved in that three Volvo B5L hybrids new to BakerBus of Stoke on Trent in 2011 registered DX61EOM/O/P have been acquired. When new the buses were obtained with government funding, the model then being in its infancy. Bakerbus were acquired by Fortitude and went the same way as Brijan. The buses were operating school journeys in north Yorkshire and one later appeared with Border buses on the Suffolk/Norfolk border again on school work, but painted white. The buses are numbered 544-6 with Xelabus and are in their green and cream livery.

Thanks this time to all contributing members.

Finding my routes ~ The land of watercress beds and arches Stagecoach 64. Chris Drew.



Sometimes the nicest things happen by accident, serendipity it's called. This is how I found Stagecoach's route 64. I'd been dropped in Alton by a friend and was meeting a client in Winchester. I'd checked the timetable and found a 30 minute gap between departures. As I boarded I flashed my pass to the driver and settled into what was, for a modern bus, a comfortable seat upstairs. My steed for the journey was a 67 reg. ADL Enviro 400MMC. The journey time was just under an hour, but it was an hour full sights that made it hard to stop looking out the window. On its way it passed wide open grasslands and navigated four different style railway arches, some being a little tight. There's a stop at New Alresford to connect with the steam preservation railway known as the 'Watercress Line.' On regaining the A31, the driver put the bus through its paces probably making up any lost time. Normal service is resumed when it deviates onto the A3404 and then enters Winchester down Magdalen Hill affording great views of the city.

On leaving the bus and walking up to the station I made plans to come back and get some photographs along the route.

The first (can I mention that word in a piece about Stagecoach?) Anyway the first 64 seen on the 28th April was 10894 leaving Alton by the Chawton Park Road rounding the corner by the cricket club.

10891 seen here passing under the Watercress Line heading out of Alresford along the Bishop Sutton Road towards Alton.

The only non MMC seen on the route that day was 'Classic' Enviro 400 was 19079.



Bob Kell writes.....

There was no school in our village so from the age of four I was used To travelling alone by bus to school. In September 1947 I transferred To Secondary School at Houghton-le-Spring, Co Durham and this meant using the normal service bus rather than a 'school special'. The service was Northern General 57 which was then a tripartite operation travelling between Sunderland and Durham City which had regained its prewar extension to Bishop Auckland and was run by NGT, Sunderland District (SDO) and United with alternate buses continuing to 'Bishop' in United territory. It had also been recently double-decked with the first postwar deliveries of AEC Regents to Northern, Leyland Titan PD1s to SDO and 1945 United Bristol K6As. The NGT Group had not been enthusiastic double-deck operators and United even less so. The huge number of collieries in the County, creating the presence of many low bridges for the colliery railways, had led to the predominant use of single-deckers.

However, conversion of many services to double-deck was proceeding as new buses entered service. The service duty I used to school was by a batch of ten 1946 AEC Regents with Northern Coachbuilders bodies which were numbered NGT 1167-76 (ACN 167-76). Of these 1167 was shedded at Consett in the hills to the west of the County, 1168-71 and 1176 were at South Shields and for a time used on the 14 South Shields - South Hetton service, the antecedents of which were part of the re-start of double-decking in the Sunderland area in 1932 with AEC Regents. However the Durham 57 was worked by a quartet from Sunderland depot, 1172-5.

We travelled on the 57 and 14 services most days but on my own I raced up the stairs to sit in the top front seat - a wonderful place to view the world. Once we were under way, however, the body started to make thunderous sounds over bumps in the road (very common with reduced road maintenance in wartime and subsidence from mining). It turned out that the early NCB bodies were 'rather flexible' and the double skins of the main roof section were vibrating and banging against each other. After this it was the front seat behind the driver or looking over the bonnet and here the AEC 7.7 diesel could be heard (over the screaming gearbox in indirect gears) in all its glory. Both bodies and the AEC chassis were relatively light - the whole bus weighed only 6 3/4 tons unladen. After climbing out of Sunderland the Northern drivers were keen to press on and the Regents presented an aural feast. However rough (and some were), the Regents always appeared to be willing to go faster - an endearing feature of our (NEBPG) ex-Maidstone AEC Regal open-topper which has similar mechanical specification. Gradually I realised that our 'Durham' AECs appeared to be in a poorer state than the South Shields ones which occasionally appeared on the 14. The 57 was regarded as a prestige service, and perhaps an 'inter-urban' one which carried passengers from Durham railway station to the mining towns and villages to the north-east and the Sunderland Regents were eventually relegated to rattling over the Sunderland tram-tracks on local services and rather early withdrawal in 1957. The sheer energy and bustle of the AECs, however, was not continued on the more sedate Gardner 5LW engined Guy Arabs which replaced them.

The homeward run was a United duty and initially the Bristol K6As provided the go-faster urge of the Regents but with claustrophobic semi-utility Strachans lowbridge bodies. After a year or two United put their new double-deckers on to the service. And newer must be better, mustn't it? Well - not always! The new stuff turned out to be Bristol K5Gs with ECW low-bridge bodies. This type of uncomfortable body was unknown in Northern territory until double-decking on joint Northern-United services and passengers were not used to the hazards - hitting your head on the lower deck roof under the upstairs gangway, or women, trapped upstairs in the window seat having to push past three male passengers to leave. Despite running highbridge KS deckers elsewhere, United persisted until excellent early Lodekkas were drafted in. I took to waiting until the next SDO PD1, with comfortable Roe highbridge body, arrived on the alternate 14 service. The PD1 was never a favourite but its limited engine power meant some 'interesting' hill climbs when fully loaded.

So, what happened to the Regents? Early Postwar bodies from many coachbuilders suffered from the lack of fully-seasoned timber and NCB was no exception. Some of the 1167-76 had some rebuilding (notably 1176) but the batch was sold with, perhaps, limited remaining body life. Six were seen on Middlesbrough docks awaiting shipment to Yugoslavia, one went to a local contract operator, 1168 went straight for scrap and two (1167 and 'my' 1172) made their way, via Lancashire Motor Traders, to Provincial on the south coast.



First of the batch of ten to be completed seen outside the NCB factory ready for delivery. These buses were the only new double deck AECs bought by NGT after the war.
(Geoff Burrows Collection)



1174 (ACN 174) seen en route for Sunderland in much later days.
(Geoff Burrows collection)

Geoff Burrows takes up the story.....

The green-liveried Provincial buses served the towns of Gosport and Fareham in south Hampshire near Portsmouth. An independent operator, it was led by an idiosyncratic managing director, H. Orme White. His philosophy was to retain and modernise the existing vehicles, seldom investing in new ones. Thus the fleet of around 80 Guy and AEC vehicles, mainly double deck, included many nominally ancient vehicles

A serious fire engulfed the depot at Hoeford in 1957, destroying or severely damaging around a dozen buses. So it was no surprise that the company sought replacements from the second-hand dealers yards. And amongst the new arrivals were former NGT 1167 & 1172 (ACN 167/172), bought for £400 each, which arrived at Hoeford from Lancashire Motor Traders on 9 September 1957.

ACN 167 was given fleet no 16 in the Provincial Traction Co. and fleet livery, entering service as soon as this had been applied. Regarded by local observers as giving 'a hard ride', it nevertheless worked until 1962 before it was withdrawn. Like many Provincial buses, it then lay unused at Hoeford before being finally broken up there in 1964. It had been transferred to the Provincial Gosport & Fareham Omnibus Co. in January 1960.

The former 1172 (ACN 172) had a much more interesting 'afterlife'. It was allocated fleet number 33, and green undercoat paint in October 1957. Its licence expired in December 1958, but had already been withdrawn by 1 March 1958. It was stored minus the engine until 1963, when the body (described as 'rotten') was scrapped at Hoeford. It had never received fleet livery or name transfers, and like ACN 167 ran in service until later additions to the fleet rendered it superfluous. The chassis then lay unused at Hoeford, the fate of many Provincial vehicles.

I should mention here that Provincial had successfully modified a dozen Guy Arab buses in the fleet by replacing the Gardner engines with Deutz six-cylinder air cooled diesel engines. All were then fitted with new bodies (11 double deckers and a single decker) built locally by Reading's of Portsmouth.

Ruston & Hornsby of Lincoln manufactured similar air-cooled engines for marine use, and was keen to get a piece of the action. A Lincoln corporation Guy Arab had been retro-fitted with a modified version, and a similar engine was in use in a North Western Road Car Leyland PD2. The Lincoln bus is currently in preservation, complete with the Ruston & Hornsby engine.



A rare photograph of ACN 172 as Provincial 33 at Gosport Ferry.
(Roy Jetten collection.)



Provincial 14 (270 MHO) in its final form with Reading body at Highlands in Fareham. This was formerly ACN 172.
(Roy Jetten.)

Orme White was interested, and the AEC chassis of former Northern ACN 172 was prepared at Hoeford for modification and sent to the Ruston & Hornsby works in Lincoln in spring 1973 for the new engine to be fitted. It returned to Hoeford in July 1973 where testing and 'tidying up' was done before a new Reading's body was built. The 'new' bus was ready for service on 9 July 1973 as no. 14 (270 MHO), heralded as the 'first all-British air cooled diesel engined double decker'. It failed to achieve the success of the Deutz engined conversions mainly due to lack of development by the manufacturer. Described as 'like sitting next to a jet engine' was one of the kinder things said by drivers, the workshop fitters used more basic language! Eventually Provincial gave up and removed the engine in 1979. It was replaced by a reconditioned AEC '7.7' engine, with which it ran until finally withdrawn and scrapped in 1973.

So the chassis of ACN 172 achieved 'full circle', by ending its days in the mechanical form that it began service. And the irony is that many of its last duties were on school journeys, which is where Bob's recollections began.

Long regarded as the opening event of the rally and running day 'season', the London Bus Museum's Spring Gathering fortunately escaped the worst of the weather that has affected the start of 2018. Although the sky remained mostly grey, there was the odd brief attempt by the sun to break through and the bulk of the day remained dry, with a light shower or two only really having any effect towards the end of the event. It was pleasing to see many more buses and coaches than have been able to be displayed at some recent April and October gatherings, as building work on a structure to house some of the aircraft displays has now been completed. In your writer's opinion at least, there were also more traders' stalls than have appeared recently, all adding to the variety of ways to spend time (and money!) at the event.

I also thought that visitor attendance was healthy too, despite the potentially indifferent weather and the efforts of Network Rail and South Western Railway to make it difficult to reach the event by train. The London Bus Museum's usual free service 462 ran frequently to Weybridge, serving the station as usual despite it having no trains all day! I added 8 prints, 43 slides and 5 books to my collection, also taking just one bus ride - a trip from the museum to Weybridge and back aboard a recent ('67 reg.) Reading Buses double decker powered by low carbon bio-gas (see photos). I had an enjoyable day and look forward to returning for the October event. Thanks to Derek Robinson for a seat in his car, thereby solving the 'lack of trains' problem!



Assorted RTs & RMs, plus MB90, RP90 and a Wilts & Dorset VR.



Examples of '67' registrations from Reading Buses, Stagecoach and Arriva; older buses from Roundabout (Selkent) and West Midlands Travel - with the latest 18-registration shown on a vehicle for go-coach Hire Ltd.

London Transport Museum Acton Depot - April 2018 open weekend by Adrian Willats.

I visited on the Sunday - a gloriously warm and sunny day which no doubt helped attendance figures! It was a nice chance to see the items kept at the "depot" for which there is no room at the main museum in Covent Garden. There are tube and surface LT trains, buses, taxis, signs, posters, signalling equipment and much more besides, and various food vendors were on hand to refresh visitors throughout the day. Free bus rides were available on RTL139 and RM1, new in 1949 and 1954 respectively. Most vehicles were inside, but two of the exhibits nicely positioned outside in the sun were Leyland X2 bus LN 7270 of 1908 and somewhat younger Southern Railway Waterloo & City tube car 61, built in 1940 and withdrawn in 1993.



RTL139 and RM1 are seen on the free bus services, while the previous pages shows the Leyland X2 and Waterloo and City car, with an interior of the RTL and a view of a London Country Bristol LHS6L, (BN61- TPJ 61S).

Buses beat the mini 'Beast from the East'. Barry T.



Part of the collection at Hooton including GJB 279, 286 HFM, VTU 76, HHY 186D and B926 KWW. Also worth noting are the roof trusses, restored to the original specification using short lengths of wood to form enormous spans.

Dire warnings from the Met Office; Britain is about to be ravaged by Putin's weather Armageddon; stay indoors; light the fire; open the beers. So if you are 200 miles from home, what do you do? Answer: accept an invitation to spend the afternoon in a First World War aircraft hangar with the doors wide open - they are hardy souls north of the Watford Gap!

A lucky small band of bus preservationists has undercover storage and workshop facilities at The Hooton Park Trust WW1 hangars on the former RAF airfield at Hooton Park, Ellesmere Port Cheshire. The site was at one time a racecourse set in the grounds of Hooton Hall and it was requisitioned in 1914 for Army training followed by the development of an aerodrome in 1917. The first unit stationed at the new aerodrome was for Royal Flying Corp pilot training and it remained until being disbanded in 1919. In 1927, the site was purchased with the intention of creating a major airport serving Liverpool and the Northwest of England, but this never materialised. Today, three hangers and several outbuildings form the conservation site and are used for a variety of purposes. On the day of my visit, one hanger was full of PSVs whilst the second was being temporarily cleared with the exception of a Bristol RE remaining inside and being worked on by a gentleman who started his bus career as a management trainee with Hants & Dorset. He had been interviewed for the job at the Bournemouth HQ just prior to the destructive fire. The third hanger was empty as the roof has only recently being replaced.

It pays to know-a-man who knows-a-man and in this case I was grateful to Dave Morris for persuading me out of his cosy warm workshop to meet Glyn Plevin at Hooton. Both men are ex Crosville engineering and diehard enthusiasts with a passion for all things mechanical. Their enthusiasm and the warm welcome made the weather seem irrelevant. Despite the doors being wide open, there was no disguising the sweet pungent and somewhat intoxicating smell of fibreglass resin being mixed as several of the owners' claggy hands could testify to. Metal was being forged into shape and wood sawn to size, a venerable beehive of activity, and a delight to see.

Looking in fine shape, former Merseyside PTE OEM 788S, Leyland Atlantean/MCW H43/32F, delivered in 1978 and later used by Border Bus.



Left: Crosville and later Arriva Bristol VRT YMB 512W still with some work to be done.

Right: Looking resplendent is VTU 76 the 1956 former Stalybridge Hyde Mossley & Dukinfield Transport Board, Daimler CVG6DD/NCME H35/23C.





Left: 833 AFM, Bristol LD6G/ECW H33/27R, new to Crosville in 1957 and later used by Dreadnought Coaches and Mac Tours. Glynn was carrying out remedial work on behalf of the current owner, including replacing all the cross-head screws with something a little more authentic.



Right: VVV 952W, Bristol VRT/ECW H43/31F. Delivered to United Counties in 1981 and acquired for preservation after use by Coopers of Rothwell. After United Counties, the bus also spent time with Tees Valley Coaches; Ellie Rose, Hull; Continental Coaches and Mayfield Travel.



Left: An interesting comparison of body styles with ex Chester Guy Arab/Massey FFM 135C and TRB 589F a former Mansfield & District Bristol FLF6G/ECW standing side-by-side. The Bristol currently requires considerable restoration having latterly been a playbus. From 1976 until 1981 the bus saw service with East Midland Motor Services before ending up in 1981 with two dealerships APT and Ensign. From 1981 until 1988 the London Borough of Wandsworth used it in a non-PSV role. Ten years followed on the Isle of Wight, being used by two playbus groups before passing through the hands of three preservationists and eventually ending back on the south coast with Seaford & District from 2010 to 2014. Another preservationist followed before my host for today Glyn Plevin acquiring it in 2017.



Above: Spanners out for work on TBD 278G a Bristol RELH6G/ECW DP49F, new to United Counties in 1969 and latterly used by Express Motors in North Wales.

Above right: L401 CJF, Dennis Dart 9.8m SDL with Plaxton B40F body. One of the more modern vehicles being preserved; delivered to Kinch in 1994 and later used by Stotts. Dave and Glynn are looking more interested in the Bristol LHS parked behind.

Above: Bournemouth trolleybus 299, 299 LJ a Sunbeam MF2B with Weymann H35/28RD body delivered in 1962. This is one of two vehicles on the site owned by Keith Baynton, the other being an ex Bournemouth Fleetline. Sometimes you realise how small the bus industry is - so many miles from home, Keith and I ended up having a discussion about Southampton City Transport and Bournemouth Corporation including knowing Phil Blair and Chris Aston.

When it comes to retreating from the cold there is no finer establishment than a messroom. The lads at Hooton do themselves proud with a large porta cabin complete with all the essentials for a brew and edibles. There can be few aromas more provocative or nostalgic than that of oily boiler suits and engineering toil, they have never changed and take me right back to my first days in the industry. One difference I noticed however is the improvement in kitchen hygiene with everything washed up, and cups and plates neat and tidy so do I detect a woman's touch or are men more in touch with their feminine side these days? My cup of tea warmed the hands and the inner soul whilst the conversation took a nostalgic turn. Much of the conversation centred on the NBC era, the ability to make-do-and-mend in the face of inefficient management structure, and being proud of the fact that engineers could keep the fleet moving. Discussion moved onto the NBC pension fund and the long battle to repatriate contributions after the Chancellor of Exchequer at the time of privatisation siphoned off many millions into government coffers, a matter now successfully concluded. The situation Crosville found itself in after privatisation along with several other former NBC companies was considered to be the sole responsibility of Dawson Thomas Williams and Drawlane Holdings who oversaw the split-up of Crosville and a cut in fleet size from 450 vehicles to just over 200. The same gentleman also had association with the south coast and Endless Holding with their registered address in Salisbury. A brief mention was made of the current Transdev management and the priority being given to developing inter-urban services at the expense of the local networks.

All good things must come to an end: the tea was drunk, the world put to rights, for some there were buses to work on or homes to-go-to, but for me, sustained by a wonderful camaraderie, it was time to taxi Dave home and prepare to do battle with the mini beast from the east.

"Buses and model railways - Part 3" - Adrian Willats finds more miniature PSVs in Fareham.

All the buses in this article were seen at the excellent "Railex" at Fareham Leisure Centre - mark your 2018 diary for the first weekend in October!



31st May 1927

Some idea of the manner in which prominent passenger-vehicle proprietors seek to gilt good service to the travelling public on these long-distance routes can be obtained from the activities of Alexandra Motor Coaches, Ltd., Old Bridge Buildings, Highland Road, Southsea, which, since the early part of last year, has been operating a daily service for seven days a week between Southsea and London, a distance of 140 miles return. The company actually purchased its first Reo Pullman for this service in April, 1920, through Mr. W. G. Atkin, North End Motor Works, Portsmouth, the local agent for Reo vehicles.

All the coaches leave Southsea from the head office of the company at Old Bridge Buildings in Highland Road; and arrive at and return from Buckingham Palace Road, near Victoria Station, about 50 yards from the Grosvenor Hotel.

The vehicles leave Southsea daily at 7.40 a.m. and reach London at approximately 11.30 a.m., after making a halt at Hindhead for refreshments at 9.30 a.m., whilst in the reverse direction the vehicles leave Buckingham Palace Road at 6 p.m. and make a halt at Hindhead at 8 p.m., this being the only recognized stopping place, although passengers are picked up and set down at such places as Petersfield, Guildford, Ripley and Kingston-on-Thames.

The fares charged are quite moderate, being only 7s. for the single journey, 8s. 6d. for the day return, and 12s. for the period ticket, whilst children under 10 years are conveyed at half fares and those under three free.

September 2017 "Tram Day" at Crich - Adrian Willats makes a long overdue return visit....

It is not often these days that I rise earlier in the morning for a hobby trip than my usual 05.00 for work, but such was the case on Saturday 16 September when Robert Martin's car arrived outside at 05.15 for the journey to Petersfield station! We were travelling on the 05.53 train to Waterloo and taking the tube to St. Pancras, there to join the UK Railtours "125 Special" charter HST (dep. 08.50) to Alfreton and Chesterfield. At both these places, coaches were waiting to take passengers to one of the two options that they had chosen for the day - Crich Tramway "Village" (as it is now called) from Alfreton and Chatsworth House from Chesterfield.

Alfreton was reached first, with four or five coaches from the fleet of Andrews of Tideswell ready for what I suspect was the majority of the train's passengers. Representatives from Crich travelled with us, giving us all leaflets and a plan of the site, plus the all-important old penny with which we would 'buy' our all day ticket from the conductor of the first tram that we boarded. as my last visit, to the best of my recollection, was 23 years earlier, I did not remember this being done! Ushered in through what is normally the 'staff' entrance, we were on site by about 11.20 - with the weather staying dry with sunny spells, we looked forward to a busy but enjoyable four hours or so before we would have to rejoin our coaches.

First order of business was to occupy a handy nearby picnic bench and have some lunch! Then we had a look in the viewing gallery above the workshops and walked round to the exhibition hall. Here, in addition to some trams and smaller exhibits, were a working model tramway and a large used book sale - which we made a note to return to later! We took quite a few pictures, both slide and digital, in between rides on several of

the large number of trams operating on this special day. These were Blackpool single deck car 630, Blackpool double deck car 762, (in garish 'contravision' advert for the Pleasure Beach!), Metropolitan Electric Tramways "Feltham" double deck car 331 and Blackpool "Pullman" or "Pantograph" car 167. Readers will detect an apparent bias here towards Blackpool cars - but this was not intentional, simply reflecting that a lot of the other trams operating were extremely popular! This applied to the Blackpool 'open boat' single decker (236) and 'toastrack' single decker (166), neither of whom seemed ever to be anything but full.

Browsing of the used book sale yielded some 'gems' as far as I was concerned. Six small 'booklet' sized publications, purchased for a bargain £1 each, included 'farewell' items for the Bournemouth and Walsall trolleybus systems, plus one produced by Bradford to commemorate fifty years of their (then still thriving) system in 1961!

Our itinerary for the day had advised that coaches would leave Crich at 15.40. Some left slightly before this if they were full, but we all got safely back to Alfreton station, (a surviving example of 1960s "CLASP" * architecture), in good time for our train, due at 16.21. A longer route home was taken to give those who had booked dining seats time to enjoy their meal. Some time was lost en route, but after the final set down stop at Luton Airport Parkway we recovered much of the 10-15 minute deficit and were into St. Pancras only a couple of minutes after the booked 20.12. A long day - but worth it, and I'll try not to leave it so long next time!

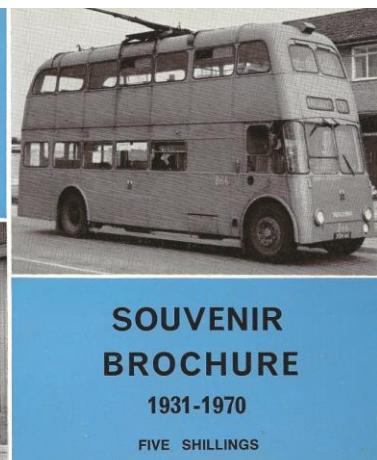
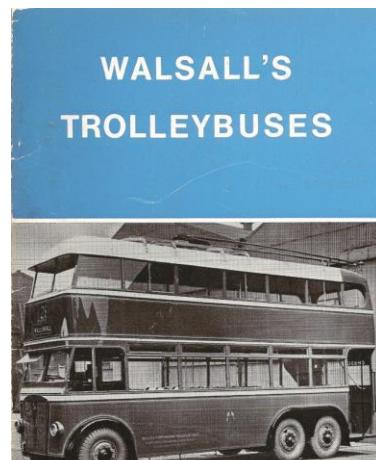
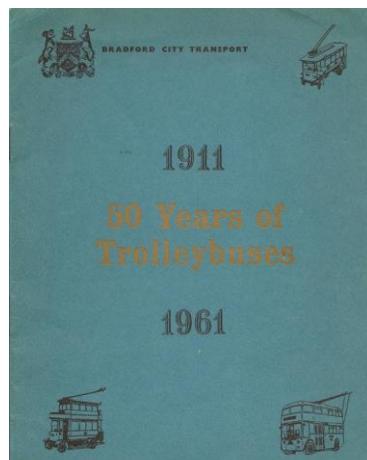
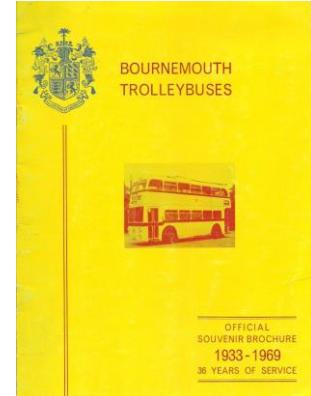
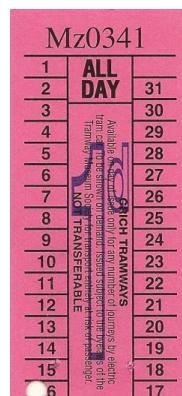
(CLASP = Consortium Local Authority Special Programme).



Left: Blackpool 630, Blackpool 762.

Below: End detail of Leeds 345, all-day ticket and Leeds 602 inside the exhibition hall.

Bottom: Commemorative items as referred to in the text (not to scale).



A further two years later at Shirley High Street. Rodney Barnes

I chose the junction with Park Street for this survey as routes turned there. Only a subsidised service does that now, but that stops running before 3 p.m. The survey location is just the Southampton side of Shirley precinct.

The dramatic news from Shirley is that Go Ahead has now eclipsed First as the largest operator. It has the feel of a political swing of a council election. (this is being written on the eve of May's election). The precise reasons will be given under each route but I consider it as significant as a political landslide, but some parties come back, so the situation is worth following quite closely,

This is feeling like a "remember when" at Shirley. Remember when First operated 75% of the buses.

Remember when the Leyland Atlantean ran through to Totton and the Leyland Lynx was operating. Such change!

Another statistic which would be apt is the number of timetabled journeys. Since 2013 First's journeys have gone from 50 in 2013 to 40 in 2016 and 28 today. The consequences are that there are just two high frequencies routes operated by First.

Go Ahead's now long standing route 18 has just been highlighted as having the lowest priced weekly ticket for commuters in the country, probably because of its competition with First. The MMC buses now on the route were in use last time. That these buses have been around for so long is dramatic. It feels like only yesterday! 17 of the journeys were seen, up from 14 last time. The timetable expects 16, Shirley's most frequent route. Of the regular buses to be seen, AD 200 with Enviro MMC bodies, 65 registered, 2734/5/6/8/40/2/7/8/9/50 were seen with three of them returning from Millbrook within the hour. Those making the other four journeys were two all Scania double deckers, 1130 which has been locally based all of its life and did a return journey and 1112 which was recently repainted blue having spent its life on the Isle of Wight until very recently and single deck 2002 which was recently received from Poole. All these Scania buses were 58 registered and produced significant variety to the normal fare on the route.

Bluestar route 17 runs between the city and Lordshill every ten minutes and as Shirley s around the halfway mark. Eleven of the 12 journeys were seen, producing nine buses. The prime buses to be seen are from the batch of seven buses which were new on the Ryde Newport service 9 which had single deckers for some reason. These buses are Mercedes Citaros now eleven years old, and the last of the type for Go Ahead to acquire. To save you the mathematics they have 07 registrations. The ones seen were 2451/2452/2454/2455/2456/2457. There were three other vehicles making up the buses used. 2753/62 were to MMC bodied E20Ds similar to those used on route 18 which entered service with 66 registration. The last bus was the oldest service bus to be seen. 3414 is an O4 registered Wright Cadet bodied VDL of a type which used to service the 18 a decade and a half ago. 3414 was new to Go North East and has been in this area for half its life,

Route 4 is a country service by Bluestar which runs out to Romsey. 2411 and 2427 were Mercedes Citaros with 55 and 06 registrations respectively. 2763 was a sister vehicle to those on the 17, 66 registered Enviro MMC E20D.

Last time Shirley was visited there were four First routes from Shirley to Southampton city centre which has now halved. One of these, the 12, has now been covered by Bluestar between Lordhill and Sholing with their route 7. The four buses seen were three Mercedes Citaros, 2403/5/7 with 55 registrations. The fourth bus was an all Scania saloon 2005, a 58 registered one from the same batch as 2002 above.

Moving on to First Bus. Last time's route 1 has been discontinued whilst the 12 has also been discontinued and substituted by Bluestar's 7. This leaves us with two high frequency routes but even they have become less frequent, the 2 going from 10 per hour to a rare 9 minutes frequency 6 2/3 per hour and the 3 from 8 per hour to 7 1/2

Route 2 is quite short for these days and of the 12/13 passing buses scheduled only nine were seen. The buses are regulars from the 476xx batch of Wright StreetLites where nearly all the buses on the day came from. They were 47607/9/10/1/2. The only exception was identical bus 47430 with a 63 registration rather than the former's 14.

Route 3 has branding showing the 3 as Three on a batch of Volvo B7s with Wright bodies which were transferred from the Portsmouth - Waterlooville routes nearly five years ago and largely operate the route although they are augmented. The Volvos were 09 registered 69388/9/92/3/4/5/7/8/9/400. These had four additional buses to augment them. (there were three last time) StreetLites 47425 and 47695 were on the route but 47690 passed through with the indicator showing "Drop Off Only". It has a number of passengers on board and was undoubtedly on the 3. The first of them was 63 registered and the latter two 15. The fourth bus was the only First double decker to be seen, 32766, a 55 registered East Lancs, bodied Trident, latterly in Weymouth. It sported an all mauve livery. Apart from that all First buses were painted red.

Wheeler's seem to have a monopoly on school work in Shirley at this time of the day but annoyingly they have too many age disguised registrations. The two buses were both double deck Alexander bodied Tridents ex London (Stagecoach) ex T696KPU and V152MEV now H10WTL and 3102RU respectively. It was not helped by my misreading my notes as 5012RU causing myself and another member much angst. There two buses produced two of Shirley's five liveries. The former was in Wheeler's livery and the latter all over yellow with the bus only identifiable from the legal lettering. Wheeler's have had the bus for nearly three years. The former showed route 301 as it passed through.

]

Shirley has again differed enormously over the past two years. Speculating for the next two is impossible. An investment company has made an approach to acquire First which has not paid a dividend for five years, but the possible acquisition has brought about a 25% rise in the share price. Shirley Road has a great service and that will continue but the months ahead are likely to produce an exciting time for the bus enthusiast.

Facts and Figures (in order 2018, 2016, 2013, 2011, 2009 2007, 2005, 2003)

Venue.....	Shirley High Street, Southampton
Date....	Tuesday 24 April 2018, Tuesday 8 March 2016, Monday 2 December 2013, Monday 3 October 2011, Friday 3 July 2009, Thursday 1 March 2007, Tuesday 1 February 2005, Tuesday 18 February 2003.
Time.....	1500-1600
Number of Journeys arriving or departing..	62, 72, 67, 66, 59, 60, 56, 59.
Number of different buses.....	51, 54, 50, 51, 48, 48, 44, 48,
Median Age.....	July 2009 (8 years 9 months), July 2009 (6 years 8 months), November 2005 (8years 1 month), October 2002 (9 years), June 1998 (11 years 1 month), May 1998 (8 years 10 months), March 2000 (4 years 11 months), July 1998 (4 years 7 months).
Oldest Bus...Wheeler's Dennis Trident P6WTL (T696KPU), Wheeler's Dennis Trident H10WTL (ex T696KPU}, Xelabus Volvo Citybus H665GPF, First Volvo Olympian 34068 P568EFL, Marchwood Motorways Volvo B10B 625 K125BUD,Solent Blue Line Leyland Olympian 733 H733DDL, First Hampshire and D Leyland Lynx 62545 G105WRV, First Hampshire Leyland Atlantean 1275 KOW275Y	
Newest Bus.....	Bluestar E20 2763 HF66DPO, Bluestar E20 2750 HF65CYA, First Volvo B7RLE 69396 HY09AZO; Joint Bluestar VDLSB120 553 YJ07JTX & First Volvo B7RLE 69247 YS07WFO; Marchwood Motorways D.A.F 557 YJ07JTY; First Hampshire and D Mini Pointer Dart 43848 SN55CXE; Marchwood Motorways D.A.F 551 YG52CME; Marchwood Motorways D.A.F 551 YG52CME
Liveries.....	5, 7, 7, 5, 5, 7, 9, 10.
Percentage of low floor.....	100%, 100%, 98%, 96%, 81%, 77%, 75%, 67%.
Most distant destination.....	Thornhill, Thornhill, Thornhill, Weston, Weston, Weston.

Chassis	2018	%	2016	%	2013	%	2011	%	2009	%	2007	%	2005	%	2003	%
Dennis Dart/E200	13	25.5	11	20.4	1	2.0	11	21.6	19	39.6	20	41.7	10	22.7	14	29.2
Mercedes Citaro	11	21.6	14	25.9	12	24.0	4	7.8								
Volvo B7RLE	10	19.6	13	24.1	16	32.0	7	13.7								
Wright StreetLite	9	17.6	12	22.2												
Scania OmniCity	4	7.8														
Dennis Trident	3	3.7	3	5.6							1	2.1			1	2.1
VDL/DAF SB120	1	2.0					10	19.6	9	18.8	8	16.7	8	18.2	7	14.6
NAN (probably)			1	1.9												
Volvo B7TL					18	36.0	13	25.5	8	16.7	7	14.6	11	25	12	25
Optare Solo					1	2.0	1	2.0							1	2.1
Volvo B10BLE					1	2.0	4	7.8	3	6.3	3	6.2	5	11.4	2	4.2
Volvo Citybus					1	2.0										
Volvo Olympian							1	2.0	2	4.2	4	8.3			1	2.1
DAF DB250									1	2.1	1	2.1				
DAF SB220									2	4.2						
Mercedes 709D									3	6.3	3	6.2	4	9.1		
Volvo B10B									1	2.1						
Leyland Olympian											1	2.1			2	4.2
Leyland Lynx											3	6.8	5	10.4		
Dennis Arrow											2	4.5				
Iveco 59.12											1	2.3				
Optare Metrorider													2	4.2		
Leyland Atlantean													1	2.1		
Bodies																
Wright	20	39.2	25	46.3	19	38.0	23	45.1	14	29.2	11	22.9	13	29.5	9	18.8
Enviro	13	25.5	11	20.4												
Mercedes	11	21.6	14	25.9	12	24.0	4	7.8								
Scania	4	7.8														
Alexander	2	3.9	1	1.9	12	24.0	11	21.6	9	18.8	10	20.8	10	22.7	11	22.9
East Lancs	1	2.0			5	10.0					2	4.2	4	9.1	4	
Plaxton			2	3.7												
Marcopolo			1	1.9												
Optare					1	2.0	1	2.0	1	2.1	1	2.1			3	6.2
Pointer					1	2.0	11	21.6	18	37.5	18	37.5	10	22.7	14	29.2
Northern Counties							1	2.0	4	8.3	4	8.3			1	2.1
Beaver									1	2.1	1	2.1	3	6.8		
Ikarus									1	2.1						8.3
Leyland											1	2.1	3	6.8	6	12.5
Mellor													1	2.3		
Operators																
Go South Coast and Southampton predeccors	29	56.9	23	42.6	14	28.0	14	27.5	12	25.0	11	22.9	11	25	10	20.8
First Hampshire and Dorset	20	39.2	29	53.7	34	68.0	35	68.6	33	68.8	34	70.8	33	75	36	75
Wheeler's	2	3.9	2	3.7												
Velvet					1	2.0	1	2.0								
Xelabus					1	2.0	1	2.0								
A 2B									2	4.2	2	4.2			2	4.2
Wilts & Dorset									1	2.1	1	2.1				
Type of Vehicle																
Single Deck	46	90.2	50	92.6	30	60.0	36	70.6	34	70.8	31	64.6	26	59.1	28	58.3
Double Deck	5	9.8	3	5.6	19	38.0	14	27.5	11	22.9	14	29.2	13	29.5	17	35.4
Coach					1	1.9										
Minibus							1	2.0	1	2.0	3	6.3	3	6.3	5	11.4
															3	6.3

'Why?' is the first question asked when you tell people your holiday destination. The answer is simple: to the younger generations it is Iran and the various images it conjures up, but to an oldie like me it is Persia, with millennia of history and tales of Arabian nights.

'Caution traffic merging from the left', is the first road sign you see when emerging from Imam Khomeini International Airport in Tehran, and yes it is in English, as is much of the road signage in Iran, but driving is far from English in style. At first glance you might think Iranians are poor drivers but if you watch closely they are skilled: slotting into the smallest gap, never using mirrors, indicators or brakes, making sudden three point turns at will and having a total disregard for lane discipline. They do however admit to having a total disregard for pedestrians. Once you take all this on board, a journey by public transport seems less daunting especially as flights from the UK arrive in the middle of the morning rush hour. Travelling the 50km into the city centre is a quick cure for any overnight grogginess.

Tehran, the capital of Iran, has **8.5** million residents within the city and over **15** millions in the environs. The city has an extensive local bus network and bus rapid transport (BRT) system, both soon encountered on the journey from the airport with the BRT vehicles at this point using the normal road network and sitting in the traffic congestion. The segregated BRT lane appears in the middle of the dual-carriageway once you enter the central districts, with entry and exit points controlled by traffic police on point duty.

Public transport in the capital generally operates from 6am and finishes between 10 and 11pm. United Bus Company of Tehran has been in existence for over 55 years with a workforce of **8,500** and manages about **6320** city buses, **4398** of these are operated by **16** private sector companies, plus an additional **1078** mini buses. In all, there are **230** bus lines, covering **2718** km and carrying approximately **4,500,000** passengers per working day. The majority of buses on normal services are dual-door Mercedes Benz 0457 (Iran Khodro Diesel) or Renault (Shahab Khodro). The cost of a single ticket is less than 10p and must be pre-purchased from ticket booths located close to bus stops or in bus stations, although most locals use preloaded 'tap-out' travel cards. At this point it is worth mentioning passenger etiquette on local services: women use the centre door to board and sit to the rear of the bus, whilst men board at the front and sit on the seats between the front and centre doors. When alighting, the women use the centre door whilst the men tend to use either door, and both sexes then make their way to the front door to either use the 'tap-out' machine attached to the step grab handle or hand a ticket over to the driver. If you do not have a smart card, you can offer cash to the driver who is not permitted to accept it so will often let you board without paying, because offering to pay shows your sincerity! When alighting, generally pushing the bell is unnecessary as drivers have to stop. However, if no one is waiting at the bus stop, the driver might call out to see if someone wants to get off, and if no one replies, the driver usually keeps going. Despite what might look like a hap-hazard system, dwell time at stops is low.

The first BRT line was introduced into Tehran in 2007, and today there are ten lines denoted by colour with a single journey using a smart card costing about 5000 Rials (12p). Within the first year, passenger numbers increased by 77 per cent, up from 214,000 to 380,000 daily on the 18km Line 1. Presently the ten BRT lines cover **171.8** km in length and operate **1345** 12m rigid and 15m artic buses carrying close to **2,000,000** passengers per day. Bus stops, known as 'Stations', are between 36-44 metres long with a protective cover against sun heat, wind etc and are fully wheel chair accessible. The BRT is a safe, fast and efficient way to get around Tehran, however, using the BRT is not recommended in rush hour. The buses operating the system are showing their age, a result of ongoing international sanctions that has resulted in limited imports. King Long and Yutong artics are much in evidence. The first batch of King Long XMQ6180G 18 meter BRT vehicles were delivered in 2008. The batch was specially adapted for local needs with entry facilities for wheelchairs and a partition dividing the interior into male and female sections.

On leaving Tehran, like most people, we headed to the far south of the country before working back north to the capital. Shiraz is 930km from Tehran and the journey can be made by plane, train or express coach. There are 20,000 intercity buses in Iran and approximately 30 coach operating companies, such as Seirosafar, Ham Safar, and Iran Peyma. Most companies offer several daily departures on popular routes aboard standard and VIP-class coaches. Coaches usually stick to their timetable but 15-minute delays do occur, usually deliberate to allow for late passengers. Up-to-date timetables can be found on each company's website, however, the websites are not in English so it helps if you know someone who speaks Farsi. Fares are low, for example, travelling on a VIP bus from Tehran to Shiraz, taking up to 13 hours, costs approximately £14, with hourly departures between 11am and 10pm. A focal point for buses in the city centre is the roads around the Arg-Karim Khan fortress with many of the now familiar Mercedes Benz (Iran Khodro Diesel) types laying-over. More modern Yutong ZK6108HG are in evidence. In June 2017 Shiraz became the first city in Iran to test the BYD K9 all-electric demonstrator, using large-apacity lithium-iron-phosphate batteries, that, when fully charged, provide sufficient energy for over 150 kms of urban service. This vehicle is currently touring other major cities in Iran as part of an initiative to improve air quality that started in 2015, when the Tehran public transport fleet took its first hybrid CNG buses.

One of the main reasons for visiting Shiraz is to take an excursion to Persepolis, the magnificent Unesco World Heritage Site just a few kilometres away. The site is also home to one of the largest coach parks you are ever likely to see, capable of holding hundreds of vehicles on a single level, windswept, dusty plain. This site provided the opportunity to take a straw-poll of Iranian coach operators' vehicle preferences. Without doubt the winner, by a big margin, is the Scania chassis/engine, Oghab body combination. Oghab (Oghab Afshan Industrial and Manufacturing Company) has manufactured more than 2600 coaches and 1000 city buses in Iran since 2000. The other popular combination is one which is very familiar, the Volvo B12B 9700, whilst the remainder are a motley collection of familiar European brands, MAN & Neoplan, VDL, Mercedes Benz. The Chinese share of the market is confined to the smaller 9m (35 seater) models, again familiar to operations in many parts of the world.

The 463km journey north through desert, mountainous landscape and Pasargadae, home to a Mercedes Benz 0457 converted into a builder's store, brought us to Yazd, a city which sat on the silk road route and now has a population of 432,000. The first sighting of public transport in Yazd occurs just after leaving the motorway, and the Atlasi bus and coach station is a small two platform interchange located on a roundabout. Continue down Timsar Fallahi, a long straight avenue, towards the city centre and you come to the much larger Abouzar bus and coach station which is situated on Abouzar



Tehran BRT. A King Long XMQ610001, on Azadi Street heading towards the city centre, operating BRT Line 1 on the segregated bus lane. Note, to the rear of the bus, a traffic police officer guarding the entrance to the bus lane.



Photographed on Keshavarz Boulevard, Tehran, Oghab-Scania 3112 City Bus, fitted with Scania DC09 115 engine, ZF gearbox, 12m Oghab body B45F + 28 standing. Since 2000, Oghab/Scania (Oghab Afshan Industrial and Manufacturing Co.), with a manufacturing base in Semnan, has produced more than 2600 coaches and 1000 buses.

Square, and is in fact a very busy roundabout with an abundance of buses. This city has a more diverse fleet, both in colour and vehicle type. There are still large numbers of older Mercedes Benz but interspersed with more modern Renault Eurobuses and Pishro Yadak City Buses.

The journey continues another 324km north to the city of Esfahan, once the capital of Persia, and now the second largest city in Iran with a population of just over two million. Entering the city from the east and travelling parallel with Zayandeh Rood (life giving river) along Salman Farsi Street you cross the intersection with the north/south BRT line at Bozorgmehr Bridge. The line runs north to the Bagh Qoushkhaneh Bus Terminal and south along the Zobahan Freeway. Currently a single 17km system, opened in 2013, operated by Esfahan and Suburbs Bus Company, using red liveried King Long XMQ6180G1 artics and 100 locally built Asia PishroDiesel (formally Pishro Yadak) 12m rigid city buses. The remainder of Esfahan is served by an extensive conventional buses network of 105 routes, utilising a number of small bus stations and roadside interchanges dotted around the city. Yet again the bus fleet consist of Mercedes Benz 0457, Renault Eurobuses, Pishro Yadak and more modern Oghab Scania-3112 vehicles, and a mysterious white three axial rigid that kept disappearing into the distance on Hakim Nezami Street which might be a tri-axle Oghab/Scania Arrian.

The final 450km across the desert on a well maintained motorway takes us via Kashan, a small, very conservative city renowned for its merchant houses and gardens. Arrival at midday coincided with the schools changing shifts, and as both the schools and school transport are segregated, resulting in an abundance of Iranian built Mercedes Benz 0309, Khodro Diesel school buses. The small local bus service is operated by blue Renault Eurobuses. The final part of the journey back to Tehran takes you close to two of Iran's nuclear establishments, the only time politics came into play and when cameras had to be hidden away.

Owners and drivers are very proud of their Euro 3 credentials, often displaying the fact in bold lettering on the vehicles. Iran's bus manufacturers are making concerted efforts to convert existing vehicles to CNG, develop Euro 6 and hybrid models, often in collaboration with European manufacturers. With the lifting of international sanctions, it can only be a matter of time before all these Euro 3 models disappear and become as scarce as Leyland double-deckers in Iran.



Yutong ZK6128HGE (also displaying Iran Khodro Diesel IKD CO supplier's lettering). Operating on route 71, departing the bus stop outside Zinat Almolk House on Lotf Ali Kahn Zand Street.



The most common coach combination in Iran, Oghab (Oghab Afshan Industrial and Manufacturing Company) 4212 Maral body on Scania K Series. The coach is parked in Salman-e-Farsi with some of Yazd's famous wind-towers behind. These were the original home air conditioning system.



Old buses never die. This Mercedes-Benz 0355 is now a workman's store room at Pasargadae.



An unusual location for a coach park and bus layover point. Parking areas are around the edge of an underground roundabout located close to the Atiq Jameh Mosque in Esfahan. An Asia Pishro PY6120 City Bus with middle doors on both sides for use on the BRT system sits forlorn in the underground gloom.



A Shahab Khodro Renault Eurobus laying-over in the shade on Bagh-e-Goldaste Street, Esfahan.



Heading along Timsar Fallahi towards the city centre is a Asia Pishro Diesel Company PY6120 City Bus. Produced in Esfahan and fitted with Cummins Euro 3 engine.

First Bus Hampshire & Dorset News.

ACQUIRED VEHICLES – ADDITIONAL INFORMATION.

33056-33058 Dennis Trident 2 Plaxton President H39/24F

Fleet No.	Registration	Chassis	Body	First licensed
33056	LN51 GKP	SFD136BR21GX21804	7597	12/12/01
33057	LN51 GJJ	SFD136BR21GX21814	7598	12/12/01
33058	LN51 GJK	SFD136BR21GX21812	7599	12/12/01

33056: New 12/01 as H39/20D in London red livery to First Capital East Limited, Paddington, London (TN1056). Allocated to Dagenham 12/01 and Rainham 23/3/02. Renumbered TN33056 on 1/11/03. Acquired 6/05 by CentreWest London Buses Limited, Paddington, London (TN33056). Allocated to Acton 6/05. Acquired 12/05 by First Capital East limited, Paddington, London (TN33056). Allocated to Rainham 12/05 and Dagenham 17/12/15. Converted to H39/24F and painted in First UK Bus Primary Livery 6/09. Acquired 6/09 by First Eastern Counties Buses Limited, Norwich, Norfolk (33056). Allocated to Norwich (Vulcan Road) 6/09. Given Norwich Network Yellow Line branding 9/12. Withdrawn 10/16. Norwich Network branding removed 10/16. Acquired 11/16 by First Hampshire & Dorset Limited (33056).

33057: New 12/01 as H39/20D in London red livery to First Capital East Limited, Paddington, London (TN1057). Allocated to Dagenham 12/01 and Rainham 23/3/02. Renumbered TN33057 on 1/11/03. Allocated to Dagenham 17/12/15. Converted to H39/24F and painted in First UK Bus Primary Livery 4/09. Acquired 4/09 by First Eastern Counties Buses Limited, Norwich, Norfolk (33057). Allocated to Norwich (Vulcan Road) 4/09. Withdrawn 10/16. Acquired 11/16 by First Hampshire & Dorset Limited (33057).

33058: New 12/01 as H39/20D in London red livery to First Capital East Limited, Paddington, London (TN1058). Allocated to Dagenham 12/01 and Rainham 23/3/02. Renumbered TN33058 on 1/11/03. Allocated to Dagenham 17/12/15. Converted to H39/24F and painted in First UK Bus Primary Livery 4/09. Acquired 4/09 by First Eastern Counties Buses Limited, Norwich, Norfolk (33058). Allocated to Norwich (Vulcan Road) 4/09. Withdrawn 12/10. Reinstated and allocated to Norwich (Vulcan Road) 6/12. Given Norwich Network branding with white base but no route specific details 9/12. Withdrawn 10/16. Norwich Network branding removed 10/16. Acquired 11/16 by First Hampshire & Dorset Limited (33058).

62200 Volvo B10BLE Wright Renown B43F

Fleet No.	Registration	Chassis	Body	First licensed
62200	X695 ADK	YV3R4A51XY1006690	D74	1/11/00

New 11/00 in First UK Bus Primary Livery to First Manchester Limited, Oldham, Greater Manchester (695). Allocated to Wigan 11/00. Acquired 4/01 by First Aberdeen Limited, Aberdeen, Aberdeenshire (651). Renumbered 62200 in 7/03. Given route branding for Blue Line 17 in 9/04. Route branding removed 6/08. Withdrawn 8/14. Acquired 8/14 by Midland Bluebird Limited, Larbert, Falkirk (62200). Allocated to Larbert 8/14. Withdrawn 1/15. Reinstated and allocated to Balfron 2/15. Withdrawn later in 2/15. Acquired 2/05 by First Bristol Limited, Bristol (62200). Allocated to Reserve 2/15 and Lawrence Hill 4/15. Acquired 8/15 by First Cymru Buses Limited, Swansea (62200). Allocated to Ravenhill 9/15. Re-acquired 11/15 by First Bristol Buses Limited, Bristol (62200). Allocated to Reserve 11/15. Acquired 6/16 by First Hampshire & Dorset Limited (62200).

63109-10 Wrightbus StreetLite Max DF DP41F

Fleet No.	Registration	Chassis	Body	First licensed
63109	SM13 NCU	SA9DSRXXX13141263	AH961	1/8/13
63110	SM13 NCV	SA9DSRXXX13141264	AH962	1/8/13

63109: New 8/13 in First UK Bus Urban Livery to First Manchester Limited, Oldham, Greater Manchester (63109). Allocated to Reserve 8/13, Rusholme 3/14, Cheetham 8/14 and Rusholme 7/15. Withdrawn 7/16. Acquired 8/16 by First Bristol Limited, Bristol (63109). Allocated to Hengrove 8/16. Acquired 9/16 by First Somerset & Avon Limited, Bristol (63109). Allocated to Bath 9/16. Acquired 7/11/16 by First Hampshire & Dorset Limited (63109).

63110: New 8/13 in First UK Bus Urban Livery to First Manchester Limited, Oldham, Greater Manchester (63110). Allocated to Reserve 8/13, Rusholme

3/14, Cheetham 6/14 and Rusholme 7/15. Withdrawn 7/16. Acquired 8/16 by First Bristol Limited, Bristol (63110). Allocated to Hengrove 8/16. Acquired 24/11/16 by First Hampshire & Dorset Limited (63110).

RE-ACQUIRED VEHICLE.

64001 (OIG 6941 originally LT02 NTV) re-acquired on 16/5/17 by First Hampshire & Dorset Limited (64001) from First Beeline Buses Limited, Southampton (64001).

33058 arrived at Southampton in 11/16, where it was not operated. It was moved to Weymouth in 12/16, where it is being used as a source of spare parts.

44509 Alexander Dennis Dart 4 (10·8m) Enviro200 B35F+28+0 or B35F+21+1

Fleet No.	Registration	Chassis	Body	First licensed
44509	YX58 HWH	SFD361AR28GY11003	8242/3	20/2/09

New 31/1/09 in First UK Bus Primary Livery to First Hampshire & Dorset Limited, Southampton (44509). Allocated to Reserve 31/1/09. Used for driver familiarisation duties in 2/09. Allocated to Southampton (Portsmouth) 13/3/09. Given Connection branding for services 16/16A (Southampton - Hamble) in 4/09. Allocated to Southampton (Empress Road) 28/8/10. Service number 16A removed from Connection branding. Painted in First UK Bus Urban Livery with Connection route branding for service 6 (Southampton - Hamble) in 9/12. Allocated to Hoeford 5/7/14 and Southampton (Empress Road) 23/10/14. Connection branding removed in 1/15. Allocated to Hilsea 16/10/15. Acquired 2/2/18 by First South West Limited, Camborne, Cornwall (44509). Allocated to Taunton 2/2/18. Re-acquired 3/5/18 by First Hampshire & Dorset Limited (44509).

ALLOCATIONS.

Fleet No.	Date	From	To	Note
32701	31/12/16	Hoeford	Reserve	
32809	-/4/17	Southampton	Weymouth	
33056	-/11/16	Acquired	Southampton	
33056	-/12/16	Southampton	Weymouth	
33057	-/11/16	Acquired	Southampton	
33057	-/12/16	Southampton	Weymouth	
33058	-/11/16	Acquired	Southampton	
33058	-/12/16	Southampton	Weymouth	
47578	20/3/17	Hoeford	Hilsea	
47578	22/3/17	Hilsea	Hoeford	
47578	5/4/17	Hoeford	Hilsea	
47578	7/4/17	Hilsea	Hoeford	
47578	12/4/17	Hoeford	Hilsea	
47578	14/4/17	Hilsea	Hoeford	
47578	17/4/17	Hoeford	Hilsea	
47588	23/3/17	Hoeford	Hilsea	
47588	24/3/17	Hilsea	Hoeford	
47588	27/3/17	Hoeford	Hilsea	
47588	31/3/17	Hilsea	Hoeford	
47588	3/4/17	Hoeford	Hilsea	
47588	8/4/17	Hilsea	Hoeford	
47588	10/4/17	Hoeford	Hilsea	
47588	14/4/17	Hilsea	Hoeford	
62200	-/6/16	Acquired	Reserve	
62200	-/1/17	Reserve	Southampton	As driver trainer
63109	7/11/16	Acquired	Hoeford	
63109	9/11/16	Hoeford	Hilsea	
63110	24/11/16	Acquired	Hoeford	
63110	24/11/16	Hoeford	Hilsea	Later same day
32703	31/12/16	Hoeford	Reserve	
32707	31/12/16	Hoeford	Reserve	
32849	-/4/17	Hoeford	Weymouth	
32855	-/4/17	Hoeford	Weymouth	
33058	-/11/16	Acquired	Reserve	Correction
47411	16/5/17	Hilsea	Weymouth	
47588	24/4/17	Hoeford	Hilsea	
47588	28/4/17	Hilsea	Hoeford	
47588	1/5/17	Hoeford	Hilsea	
47588	5/5/17	Hilsea	Hoeford	
47588	15/5/17	Hoeford	Hilsea	
47588	19/5/17	Hilsea	Hoeford	

47670	-/10/16	Weymouth	Southampton	
64001	16/5/17	Re-acquired	Southampton	
32757	23/4/18	Hoeford	Southampton	
32759	4/5/18	Hoeford	Southampton	
44509	3/5/18	Re-acquired	Hoeford	
47410	15/5/18	Weymouth	Southampton	
47413	17/12/13	Hoeford	Hilsea	
47416	17/12/13	Hoeford	Hilsea	
47583	1/5/16	Hoeford	Hilsea	
47583	3/5/16	Hilsea	Hoeford	
47583	7/5/18	Hoeford	Hilsea	
68301	4/3/18	Southampton	Reserve	
68536	4/2/18	Southampton	Reserve	
68536	3/3/18	Reserve	Southampton	
68550	7/1/18	Southampton	Reserve	
68553	4/3/18	Southampton	Reserve	
68554	28/9/17	Southampton	Reserve	
68557	23/12/17	Southampton	Reserve	
68564	4/3/18	Southampton	Reserve	
68565	4/3/18	Southampton	Reserve	

REPAINTED VEHICLE.

32809 painted white with dark blue skirt and contrail band in 4/17, before transfer to Weymouth.

60299 Painted red and named *Claudia's Bus* in honour of Claudia Murg (of We Make Southampton) in 3/17.

Painted yellow (front two thirds) and red (rear third) with no lettering in 5/17: 33146

Painted yellow (front two thirds) and red (rear third) with no lettering in 4/17: 33156

Painted in First UK Bus Urban 2 Livery with lilac front but no route branding in 5/18: 69551

Route branding for Service 10 (City Centre - Thornhill) removed to create non-specific route branding for Southampton City Services in 1/18: 47422 47423 47424 47425 47426 47427 47428 47429

Route branding for Service 2 (City Centre - Shirley - Millbrook) removed to create non-specific route branding for Southampton City Services in 1/18: 47606

MODIFIED AND REPAINTED VEHICLE.

62200 was converted to a driver trainer and repainted in the new livery for such a vehicle in 1/17. Both sides are Washed Out Olympia with Red Olympia skirt, above which is a thin Pantone Rhodamine Red stripe surmounted by a Light Olympia Band, and emblazoned with "DRIVER TRAINING L" in very large letters. Front and rear ends are covered by thick dark blue and deep pink chevrons. The bus was allocated to Southampton as an ancillary vehicle in 1/17.

Converted to PO49/29F+14 and painted in red, cream and blue livery in 5/17: 32033

Converted to driver training vehicle and painted in First UK Bus Driver Training Livery (the livery used on previous conversions) in 1/17: 66164

ROUTE BRANDING.

Route branding for service 2 (Portsmouth - Paulsgrove) removed in early 5/17: 47411

CITY RED route branding amended to generic Southampton City Services in 1/17: 47602

NAMED VEHICLE.

63302 Named *Chrissie B* in 3/17 to honour Chrissie Bainbridge on her retirement as General Manager of FirstSouthampton.

INITIAL DISPOSAL – CORRECTION.

66201 (S801 RWG) Bristol Bus & Coach Sales, Bristol (dealer), 1/16. Delete reference to Alpha Recovery Limited, Dudley.

INITIAL DISPOSALS.

42113 (R613 YCR) Unidentified dealer, unknown location, 3/6/16.

66202 (S802 RWG) Unidentified dealer, unknown location, 11/5/16.

42953 (WX06 OMK) First South West Limited, Camborne, Cornwall (42953), 3/17. Allocated to Taunton 3/17. Note: This bus was previously on loan to First South West Limited.

ANCILLARY VEHICLES.

Re-acquired Vehicle.

66176 Re-acquired 1/17 from First Beeline Buses Limited, Southampton (66176).

20417 transferred from Hoeford to Reserve on 2/3/18.

20418 transferred from Hoeford to Reserve on 28/2/17.

20457 transferred from Hoeford to Reserve on 31/3/18.

62209 converted to driver training vehicle, painted in First UK Bus Driver Training Livery and transferred from Reserve to Hoeford in 7/17.

62225 converted to driver training vehicle, painted in First UK Bus Driver Training Livery and transferred from Reserve to Hoeford in 6/17.

64017 converted to driver training vehicle, painted in First UK Bus Driver Training Livery and transferred from Southampton to Southampton (ancillary vehicle) in 11/17.

66164 transferred from Hoeford to Southampton in 3/17.

FIRSTSOLENT BUS SERVICES.

W2 (WARSASH - WHITELEY) (PH0006159/442)

New service on contract to Whiteley Shopping Centre. Hourly on Saturdays only from Saturday 29/4/17.

Outward: WARSASH, CLOCK TOWER - Warsash Road - Lockswood Road - Peters Road - Heath Road - Locks Heath, Locks Road - Centre Way - LOCKS HEATH, LOCKS HEATH CENTRE - Centre Way - Locks Road - Park Gate, Admirals Road - Swanwick, Hunts Pond Road - Botley Road - Duncan Road - Swanwick Railway Station - Duncan Road - Botley Road - Whiteley, Whiteley Bus Gate - Sweethills Crescent - Yew Tree Drive - Rookery Avenue - Parkway - Whiteley Way - Bluebell Way - private road - WHITELEY, TESCO EXTRA.

Variation: One journey starts from WARSASH, CLOCK TOWER, then operates via standard route to terminate at LOCKS HEATH, LOCKS HEATH CENTRE.

Return: WHITELEY, TESCO EXTRA - private road - Bluebell Way - Whiteley Way - Parkway - Rookery Avenue - Yew Tree Drive - Sweethills Crescent - Whiteley Bus Gate - Swanwick, Botley Road - Duncan Road - Swanwick Railway Station - Duncan Road - Botley Road - Park Gate, Hunts Pond Road - Locks Heath, Church Road - Centre Way - Locks Heath, Locks Heath Centre - Centre Way - Locks Road - Warsash, Warsash Road - circumnavigate the roundabout at the junction with Shore Road - Warsash Road - WARSASH, CLOCK TOWER.

Operating Depot: Hoeford.

Normal Vehicle Types: Dennis Trident 2, Alexander Dennis Trident 2.

19 (PORTSMOUTH - NORTH END) (PH0006159/411)

Both directions: The last day for this service was Friday 21/4/17, using bus 53206.

19A (PORTSMOUTH - NORTH END) (PH0006159/411)

Operated in one direction: The last day for this service was Friday 21/4/17, using bus 53206.

Normal Vehicle Workings.

Further examples of afternoon school and college services include the following. The bus on service 653 then operates SD4, as 33002 demonstrated on 29/3/17. The bus on service SD6 also covers a journey on 7A, using 32768 on 29/3/17. Similarly, the bus on service SD7 also covers a 7A journey, as 32763 did on 29/3/17.

A Dennis Trident 2 or Alexander Dennis Trident 2 appears on service 10 on schooldays, then operates a journey on 653 followed by a journey on SD4, as demonstrated by 32765 on 5/4/17 and 32763 on 7/4/17.

Easter 2017.

Sunday service was operated on Good Friday 14/4/17 and Easter Monday 17/4/17

HMS Collingwood Open Day 2017, Fareham.

The annual Open Day was held on Saturday 3/6/17. First Hampshire & Dorset Limited was awarded a contract to operate a bus service linking HMS Collingwood with Fareham and Gosport Bus Stations and Fareham Railway Station. It was registered with the Traffic Commissioner as follows.

C1 (FAREHAM - HMS COLLINGWOOD - GOSPORT) (PH0006159/446)

New service operated half-hourly on Saturday 3/6/17 only for HMS Collingwood Open Day 2017.

Outward: FAREHAM, FAREHAM RAILWAY STATION - West Street - Hartland's Road - Fareham Bus Station - Hartland's Road - Portland Street - Quay Street Roundabout - Gosport Road - Newgate Lane - private road - HMS Collingwood - private road - Newgate Lane - Peel Common Roundabout - Rowner, Rowner Road - Gosport, Fort Brockhurst - Brockhurst Road - Forton Road - Mumby Road - South Street - GOSPORT BUS STATION.

Return: GOSPORT BUS STATION- South Street - Mumby Road - Forton Road - Brockhurst Road - Fort Brockhurst - Rowner, Rowner Road - Peel Common Roundabout - Fareham, Newgate Lane - private road - HMS Collingwood - private road - Newgate Lane - Gosport Road - Quay Street Roundabout - Portland Street - Hartland's Road - Fareham Bus Station - Hartland's Road - West Street - Station Roundabout (which will be circumnavigated) - West Street - FAREHAM, FAREHAM RAILWAY STATION.

Operating Depot: Hoeford *Vehicle Types:* Dennis Trident 2, Alexander Dennis Trident 2.

Flood Alleviation Work in Hambleton.

Ongoing flood alleviation work developed into a third phase with attendant road closures on Friday 5/5/17, which is expected to continue until Friday 1/9/17. Bus services are affected as follows.

D1 (WATERLOOVILLE - HAMBLEDON) Diverted from the B2150 via Old Barn Crescent to terminate in Old Barn Crescent. **D1 (HAMBLEDON - WATERLOOVILLE)** Shortened to start from Old Barn Crescent and operate via Old Barn Crescent to B2150 and West Street.

654 (HAMBLEDON - CROOKHORN) Diverted from the B2150 via Old Barn Crescent to terminate in Old Barn Crescent. **654 (CROOKHORN - HAMBLEDON)** Shortened to start from the B2150 at the junction with Old Barn Crescent.

Road Traffic Accident in New Road, Copnor, Portsmouth.

A boy suffered head injuries when he was struck by a car in New Road near the junctions with Langford Road and Burleigh Road at about 0815 on Wednesday 10/5/17. New Road was closed to traffic in both directions until 1100. Bus services were affected as follows.

14 (PORTSMOUTH - BAFFINS) Diverted from Fratton Road via St Mary's Road and Milton Road to Tangier Road. **14 (BAFFINS - PORTSMOUTH)** Diverted from Tangier Road via Milton Road, Baffins Road and St Mary's Road to Fratton Road. *The News*, 11/5/2017 page 12.

Road Works at Delme Roundabout, Fareham.

Delme Roundabout was closed to traffic for road resurfacing during the following nights. Bus services were affected as follows.

Tuesday 9/5/17

3 (FAREHAM - PORTSMOUTH) All journeys after 2100 from Fareham Bus Station diverted from Quay Street Roundabout via Eastern Way, M27, M27 Junction 12, link road, Marriott's Junction, Southampton Road, East Street [Portchester], Portchester Precinct Roundabout, West Street [Portchester], *The Seagull* Roundabout, Cornaway Lane, White Hart Lane, Castle Street, Portchester Precinct, Portchester Precinct Roundabout, Station Road and Hill Road to Portsview Avenue. **3 (PORTSMOUTH - FAREHAM)** All journeys operating through Paulsgrove from 2045 onwards diverted from Portsview Avenue via Hill Road, Station Road, Portchester Precinct Roundabout, Portchester Precinct, Portchester Precinct Roundabout, Castle Street, White Hart Lane, Cornaway Lane, *The Seagull* Roundabout, West Street [Portchester], Portchester Precinct Roundabout, East Street [Portchester], Southampton Road, Marriott's Junction, link road, M27 Junction 12, M27 and Eastern Way to Quay Street Roundabout.

Wednesday 10/5/17

3 (FAREHAM - PORTSMOUTH) All journeys between 0500 and 0600 and all those after 2100 from Fareham Bus Station diverted from Quay Street Roundabout via Eastern Way, M27, M27 Junction 12, link road, Marriott's Junction, Southampton Road, East Street [Portchester], Portchester Precinct Roundabout, West Street [Portchester], *The Seagull* Roundabout, Cornaway Lane, White Hart Lane, Castle Street, Portchester Precinct, Portchester Precinct Roundabout, Station Road and Hill Road to Portsview Avenue.

3 (PORTSMOUTH - FAREHAM) All journeys operating through Paulsgrove from 2045 onwards diverted from Portsview Avenue via Hill Road, Station Road, Portchester Precinct Roundabout, Portchester Precinct, Portchester Precinct Roundabout, Castle Street, White Hart Lane, Cornaway Lane, *The Seagull* Roundabout, West Street [Portchester], Portchester Precinct Roundabout, East Street [Portchester], Southampton Road, Marriott's Junction, link road, M27 Junction 12, M27 and Eastern Way to Quay Street Roundabout.

Thursday 11/5/17

3 (FAREHAM - PORTSMOUTH) All journeys between 0500 and 0600 and all those after 2100 from Fareham Bus Station diverted from Quay Street Roundabout via Eastern Way, M27, M27 Junction 12, link road, Marriott's Junction, Southampton Road, East Street [Portchester], Portchester Precinct Roundabout, West Street [Portchester], *The Seagull* Roundabout, Cornaway Lane, White Hart Lane, Castle Street, Portchester Precinct, Portchester Precinct Roundabout, Station Road and Hill Road to Portsview Avenue.

3 (PORTSMOUTH - FAREHAM) Not affected.

Friday 12/5/17

3 (FAREHAM - PORTSMOUTH) All journeys between 0500 and 0600 and all those after 2100 from Fareham Bus Station diverted from Quay Street Roundabout via Eastern Way, M27, M27 Junction 12, link road, Marriott's Junction, Southampton Road, East Street [Portchester], Portchester Precinct Roundabout, West Street [Portchester], *The Seagull* Roundabout, Cornaway Lane, White Hart Lane, Castle Street, Portchester Precinct, Portchester Precinct Roundabout, Station Road and Hill Road to Portsview Avenue.

3 (PORTSMOUTH - FAREHAM) Not affected.

Saturday 13/5/17

3 (FAREHAM - PORTSMOUTH) All journeys between 0500 and 0600 from Fareham Bus Station diverted from Quay Street Roundabout via Eastern Way, M27, M27 Junction 12, link road, Marriott's Junction, Southampton Road, East Street [Portchester], Portchester Precinct Roundabout, West Street [Portchester], *The Seagull* Roundabout, Cornaway Lane, White Hart Lane, Castle Street, Portchester Precinct, Portchester Precinct Roundabout, Station Road and Hill Road to Portsview Avenue. **3 (PORTSMOUTH - FAREHAM)** Not affected.

Monday 15/5/17

3 (FAREHAM - PORTSMOUTH) All journeys after 2100 from Fareham Bus Station diverted from Quay Street Roundabout via Eastern Way, M27, M27

Junction 12, link road, Marriott's Junction, Southampton Road, East Street [Portchester], Portchester Precinct Roundabout, West Street [Portchester], *The Seagull* Roundabout, Cornaway Lane, White Hart Lane, Castle Street, Portchester Precinct, Portchester Precinct Roundabout, Station Road and Hill Road to Portsview Avenue. **3 (PORTSMOUTH - FAREHAM)** Not affected.

Tuesday 16/5/17

East Street and West Street also resurfaced.

3 (FAREHAM - PORTSMOUTH) All journeys between 0500 and 0600 and all those after 2100 from Fareham Bus Station diverted from Quay Street Roundabout via Eastern Way, M27, M27 Junction 12, link road, Marriott's Junction, Southampton Road, East Street [Portchester], Portchester Precinct Roundabout, West Street [Portchester], *The Seagull* Roundabout, Cornaway Lane, White Hart Lane, Castle Street, Portchester Precinct, Portchester Precinct Roundabout, Station Road and Hill Road to Portsview Avenue.

3 (PORTSMOUTH - FAREHAM) Not affected.

Road Works in Foster Road, Gosport.

Foster Road was closed to traffic from 1900 to 0700 each night from Tuesday 2/5/17 to Friday 5/5/17 for resurfacing. Bus services were affected as follows.

E1 (GOSPORT - FAREHAM) Diverted from Walpole Road via Spring Garden Lane and Forton Road to The Crossway. **E1 (FAREHAM - GOSPORT)** Not affected - operates via Bury Road instead of Foster Road.

E2 (GOSPORT - FAREHAM) Diverted from Walpole Road via Spring Garden Lane, Forton Road and Brockhurst Road to *Fort Brockhurst*. **E2 (FAREHAM - GOSPORT)** Not affected - operates via Bury Road instead of Foster Road.

X5 (GOSPORT - SOUTHAMPTON) & 9 & 9A (GOSPORT - FAREHAM) Diverted from Walpole Road via Spring Garden Lane, Forton Road and Ann's Hill Road to Privett Road. **X5 (SOUTHAMPTON - GOSPORT) & 9 & 9A (FAREHAM - GOSPORT)** Not affected - operate via Bury Road instead of Foster Road.

Road Works in North Street, Emsworth.

Protracted gas mains work by Southern Gas Networks involved North Street being closed to traffic from Monday 8/5/17 to Friday 12/5/17. Bus services were affected as follows.

27 (ROWLAND'S CASTLE - EMSWORTH) Diverted from Southleigh Road, Warblington, via Horndean Road to the junction of with New Brighton Road, Emsworth, to terminate at the southern end of New Brighton Road.

27 (EMSWORTH - ROWLAND'S CASTLE) Shortened to start from the southern end of New Brighton Road, Emsworth, and operated via New Brighton Road, Southleigh Road, Warblington, Horndean Road to Southleigh Road.

Thus service 27 could not serve central Emsworth during the road works.

Road Works in Stakes Hill Road, Waterlooville.

Part of Stakes Hill Road was closed to traffic from 2000 to 0600 each night from Wednesday 26/4/17 to Friday 28/4/17 for resurfacing. Bus services were affected as follows.

7 (SOUTHSEA - WECOCK FARM) Diverted from Stakes Hill Road via Elizabeth Road, Mill Road and London Road to St George's Walk. **7 (WECOCK FARM - SOUTHSEA)** Diverted from St George's Walk via London Road, Mill Road and Elizabeth Road to Stakes Hill Road.

Fire In Goldsmith Avenue, Milton, Portsmouth.

Fire in a house along the southern side of Goldsmith Avenue, shortly before noon on Sunday 16/4/17. Goldsmith Avenue was closed to traffic between the crossroads with Winter Road and Priory Crescent and the junction with Fratton Way from noon to 1310 while the house was made safe. Bus services were affected as follows.

1 (PORTSMOUTH - SOUTHSEA - PORTSMOUTH) (CLOCKWISE) Diverted from Goldsmith Avenue via Fratton Way, Rodney Road and Milton Road to circumnavigate the roundabout at the crossroads with St Mary's Road, Baffins Road and Langstone Road, then via Milton Road to Eastney Road. **1 (PORTSMOUTH - SOUTHSEA - PORTSMOUTH) (ANTICLOCKWISE)** Diverted from Eastney Road via Milton Road, Rodney Road and Fratton Way to Goldsmith Avenue.

13 (PORTSMOUTH - BAFFINS) Diverted from Fratton Bridge via Fawcett Road, Jessie Road, Devonshire Square, Devonshire Avenue and Winter Road to Goldsmith Avenue. **13 (BAFFINS - PORTSMOUTH)** Diverted from

Goldsmith Avenue via Winter Road, Devonshire Avenue, Devonshire Square, Jessie Road and Fawcett Road to Fratton Bridge. *The News*, 17/4/2017 page 4.

Travel Shop.

The Travel Shop adjacent to Fareham Bus Station was closed permanently on Friday 27/4/18 because many passengers use on-line facilities for gaining information and buying season tickets, and making contactless payments on buses. However, the Travel Shop in The Hard Interchange is still trading.

Removal of Large Crane in Station Street, Landport, Portsmouth.
A large crane was removed from a building site in Surrey Street on Sunday 22/4/18. As a safety precaution, all traffic was diverted away from nearby Station Street while the work was done. Bus services were affected as follows.

13 (PORTSMOUTH - BAFFINS) & 14 (PORTSMOUTH - BAFFINS) Diverted from Commercial Road [South] via Isambard Brunel Road, Winston Churchill Avenue, Bradford Junction and Holbrook Road to Arundel Street.

13 (BAFFINS - PORTSMOUTH) & 14 (BAFFINS - PORTSMOUTH) Diverted from Arundel Street via Holbrook Road, Bradford Junction, Winston Churchill Avenue, Isambard Brunel Road and Commercial Road [South] to Stanhope Road.

Road Traffic Accident on Copnor Bridge, Copnor, Portsmouth.
Copnor Bridge was blocked to traffic in both directions by a road traffic accident at about 1810 on Sunday 29/4/18. Bus services were affected as follows until the blockage was cleared.

2 (PORTSMOUTH - PAULSGROVE) Diverted from Milton Road via St Mary's Road, Fratton Road, Kingston Road and New Road to Copnor Road.

2 (PAULSGROVE - PORTSMOUTH) Diverted from Copnor Road via New Road, Kingston Road, Fratton Road and St Mary's Road to Milton Road.

Stagecoach South News

Fleet No.	Registration	Vehicle	From	To	Notes
16931	SP03 EUJ	Volvo		Portsmouth	Disposal
16933	SP05 FKG	Volvo		Portsmouth	Disposal
16934	SP05 FKH	Volvo		Portsmouth	Disposal
16935	SP05 FKJ	Volvo		Portsmouth	Disposal
17698	MW52 UJE	D. Trident		Winchester	Disposal
17698	MW52 UJE	D. Trident		Portsmouth	Disposal
18062	WA04 CPZ	D. Trident		Reading Buses	Sold
18073	WA04 CSX			Reading Buses	Sold
18077	WA04 CTF	D. Trident		Chichester	Reserve
20968	R968 XVM	Volvo	Hyde Road	Winchester	
20982	R982 XVM	Volvo	Hyde Road	Winchester	
34454	GX53 MWZ	Dart SLF		Chichester	Disposal
34515	GX04 EXJ	Dart SLF		Chichester	Disposal
34524	GX04 EXU	Dart SLF		Portsmouth	Disposal
34528	GX04 EYA	Dart SLF		Portsmouth	Disposal
34608	NK04 NPP	Dart SLF		Winchester	Reserve
34615	NK04 NRF	Dart SLF		Chichester	Disposal
34633	GX54 DWC	Dart SLF		Portsmouth	Reserve
47049	YK04 KVW	Solo		Winchester	Disposal
47586	YK05 CAV	Solo	Stage West	Chichester	
47587	YK05 CAX	Solo	Stage West	Chichester	
52618	S458 BCE	Volvo		Winchester	Disposal
52619	S459 BCE	Volvo		Portsmouth	Disposal
52657	V907 DDY	Volvo		Winchester	Disposal
52658	XYK 976	Volvo		Winchester	Disposal

Havant & South Downs College. 19909 (409 DCD) moved to Portsmouth on Saturday 28/4/18 for a special private hire duty on Sunday 29/4/18. Havant & South Downs College hired it with driver Mark Barnett in relation to a tourism project on Hayling Island. The bus ran between Hayling Ferry, Sinah Warren Holiday Camp and Beachlands Bus Stand, recreating part of the erstwhile and once popular Southdown service 149 along Hayling Sea Front using open top buses. The sunny weather attracted extra passengers so some journeys had a full seated load. [John Kirby]

Road Traffic Accident on Copnor Bridge, Copnor, Portsmouth. Copnor Bridge was blocked to traffic in both directions by a road traffic accident at about 1810 on Sunday 29/4/18. Bus services were affected as follows until the blockage was cleared.

21 (Northbound) Diverted from Milton Road via Tangier Road, Eastern Road and Burrfields Road to Copnor Road.

21 (Southbound) Diverted from Copnor Road via New Road and Fratton Road to St Mary's Road to circumnavigate the roundabout at the junction with Milton Road, Baffins Road and Langstone Road to resume normal route in St Mary's Road
[Shaun Daniels]

Robert Martin in Ipswich, Thetford and Salisbury.



And finally ~ oops!



Emsworth & District

19th April

A double-decker bus was severely damaged after it hit a bridge in Hampshire earlier. Police say no passengers were on board when it hit the bridge over North Street in Emsworth. It happened at about 14:14 BST, no injuries have been reported.

BBC News