



Newsletter No. 237

June/July 2019



Winner of the 'The Geoff Burrows Trophy' photographic competition, Chris Drew.

In this edition:

David Etheridge in Belfast ~ David Lindsell in Mallard Road Depot 1986 ~ April visit to First depots in Fareham & Southampton ~ Chris Drew in Yarmouth IOW ~ Adrian Willats at Rydabus 2018 ~ plus all the local fleet news.



For the third consecutive edition, it is with deep sadness that I have to report the death of a long-time Club member. Clive Wilkin passed away in early May after a long battle with cancer. He was in the process of completing a fresh round of treatment and, to help stave off the boredom of being confined to home, had volunteered to arrange the Club's upcoming tour to Bath & Bristol. My last conversation as Chairman with him was very upbeat. Clive entertained us over the years with tales from his days in the bus/coach industry and the various preservation projects that he was involved in. On behalf of the membership, I would like to extend our condolences to his family.

The bus and coach industry seem to be in the news at the moment, both locally and nationally. Some very good news locally was that Bluestar is continuing to expand the Southampton network with an extension of Bluestar 3 beyond Boorley Green to Eastleigh. For once, an operator is getting into a new housing development before completion, plus offering a service through the ribbon development towards Fair Oak - a road traditionally poorly serviced by public transport. Whilst the route towards Southampton has potential, despite its slightly convoluted routing, I remain sceptical of the numbers travelling towards Eastleigh especially as the road between Fair Oak and Eastleigh is already served by the frequent Bluestar 2, and Eastleigh is hardly a 'destination'. After so many years of decline at the hands of First Bus, it is encouraging to see investment in Southampton's bus network.

Stagecoach hit the national headlines in April with the driverless bus - good PR but little substance. If I'm being cynical, the headlines came just a week before a less than impressive trading update: coincidence? Anyway what is the point of a driverless bus if the artificial intelligence needed for a robot to stare through a boarding passenger, grunt when asked a question and inevitable press the incorrect button on the ticket machine, hasn't been invented yet? On a more serious note, Stagecoach seems to be losing some direction of late. The 'Gold' network is losing some of its lustre with many routes being interspersed with 'standard' vehicles as observed on Merseyside recently, and in the case of Chichester to Selsey, losing the Gold altogether. During a recent expedition on the Coastliner 700 between Chichester and Littlehampton, the standard of vehicles was very poor. Only one bus carried the Coastliner livery whilst the remaining fleet consisted of Darts, Tridents and an occasional Enviro, and it was not until Littlehampton that quality returned with the Worthing based Enviro 400MMC. Now seems the wrong time to under invest in the commercial network at a time of political uncertainty and regions looking to franchise. Finally BBC South reported on Stagecoach providing a vehicle for the Police to ride on whilst looking out for motorist using mobile phones. If you get caught, who issues the ticket?

Sticking to the southern fringe of our area, Bognor Regis and local operator Woods has made it onto national television by providing the depot and vehicles for BBC2 'Don't forget the driver'. Whilst a wonderfully dry and funny series starring Toby Jones, unfortunately, it does little for the image of coach travel or passengers. I hope Woods are signed up to the 'All publicity is good publicity' mantra.

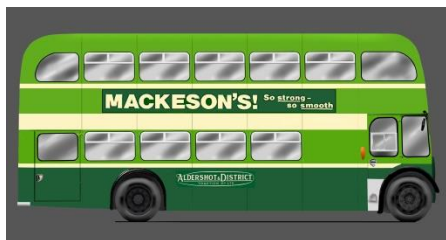
Finally in the national press is some good news as Alexander Dennis and Wrights made it from the business section onto the main news pages. First, The Times devoted several column inches reporting on AD export success - just a pity they illustrated the story with a Wright NBFL. The second story did feature Wright, this time reporting on the supply of hydrogen vehicles for London.

All this exposure in the media must ultimately be good for the industry.

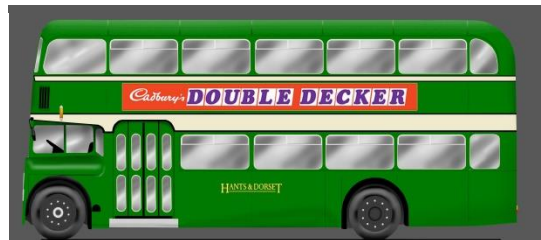
Committee. Chairman: Roger Watts, Secretary: James Woodcock, Treasurer: David Etheridge.

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Club News & Diary



April Meeting.

As somebody who can't remember what he's got when it's in front of him, congratulations must go to John Williams for his evening of 'Loft Finds.' It was interesting for many reasons. The buses, (taken as read) and his personal history that came forth from him during the show, both his personal and working life. It brought out a fare few comments from other members about the vehicles John had driven with information flowing freely.

Chris Drew

May Meeting.

Unfortunately Chris Aston was unwell and Roger Watts stepped in at short notice to complete his look back at 1969 and give a hint at what was to come in 1970. Apart from featuring buses and coaches from the era, other notable events and the musical hit parade were covered.

Barry T

A CELEBRATION OF RODNEY BARNES.

I attended today's celebration of Rodney Barnes. Like many, I met him when he joined the Solent Omnibus Club. He was always enthusiastic, kind and eager to help. He was the best editor of a bus magazine that I have encountered. Readers' contributions were presented without being cut or emasculated in any way. A sharp contrast with some lamentable charlatans of some other clubs with no idea of grammar and punctuation combined with variable knowledge of buses.

I joined some of Rodney's London Study Tours. They involved a lot of planning and were mostly well-supported. I suppose that because he had to bring his own gluten-free sandwiches, he did not initially incorporate lunch breaks for those who could use a pub or cafe. This made some of the tours rather helter skelter. When this was pointed out to Rodney, he slackened the pace and added lunch breaks. He was open to constructive comments.

The heart attack and stroke only temporarily slowed him down. He recovered fully and resumed an active lifestyle.

He gave me lifts to and from almost all SOC meetings. On bringing me home, we would often talk about buses for up to 15 minutes before I got out of his car. Sometimes, Angela invited me to their church's occasional guest dinner evenings on a Sunday.

Yes, the celebration was emotional. I have lost a friend. I will miss him. May he rest in peace in heaven.

Robert Smith 27/3/2019.

From Duncan Egerton.

Thanks to Keith, I have also just received a complimentary copy of the SOC commemorative journal with Glenn's article on 1969. Very appropriate. There was also a link with my piece on H&D, thanks to the notes from the Bob Gray archive on the SOC 1972 tour. One coincidence is that the tour featured H&D's Bristol KSW KRU 964, which I used to see almost every day at Eastleigh, where it was based, and travelled on it on local routes 41, 43B, and 45. It was my favourite 'bus and I thought of it as something of an old friend. I'd have loved to have gone on that tour, though doubt if I would have been allowed, being 15 at the time! Thank you, Keith.

2019 Diary

7th June.

Tim Wood ~ One hundred photographs.

29th June.

Outing to Bath & Bristol.
Departs Winchester 09.15. £15.

5th July.

Joint meeting with FoKAB. Meet and park at Winchester South Park & Ride for transfer by bus. James Woodcock has full details.

2nd August.

Visit to Bob's Bus Depot.

12th August.

Joint meeting and barbecue with S&DHT Bursledon. Transport provided by Provincial Society ACE Cougar. Roger Watts has full details.

6th September.

Visit to CPPTD Portchester.

4th October.

Robert Martin & Adrian Willats 'The NBC Years.

1st November.

Guest speaker ~ Chris Aston.

6th December.

Pub style quiz including members of other clubs. Teams of four to six members.

2020

3rd January.

Joint S&DTHT/Members' Evening – Southampton buses, coaches or trams.

7th February.

AGM and Photographic competition.

David Etheridge in Belfast.



The Belfast Glider is a BRT route linking West and East Belfast across the City Centre with a branch service from the City Centre to the Titanic Quarter. The service operates from Stewartstown (McKinsty Road) in the west to Dundonald Park and Ride in the east with the service passing both Belfast's Hospitals with a running time of around 1hr 10mins. A fleet of 32 Van Hool Exqui City's were purchased to operate the service which was formed by linking two services that operated into the City Centre. There are reports of people from the two sides of the City visiting the other side for the first time as the West and East of Belfast tended to be on different sides during the troubles, and there appeared to be two retired ladies from the West travelling out East for a look before returning to the City Centre for lunch on the journey I took to Dundonald. My impressions of the service after trips to the Titanic Quarter and Dundonald which is all off bus ticketing is that ticket buying is easy, I entered a single in the machine at the stop after picking a destination (Titanic Quarter) and was given a fare of £1.60, but was also offered a Metro/Glider day ticket at £4.00 and by one touch of the screen was able to purchase said day ticket with cash, payment by by card or phone is also accepted. Passengers also had various season tickets and phone apps to cover their journeys, this was observed as it appears around 50% of journeys are checked by ticket checking teams recently recruited, confirmed by two of my four journeys checked, after higher than expected fare evasion in the early days. I feel the R (rapid) part of BRT is not fully delivered, plans to use part of a disused railway trackbed after complaints from walkers and cyclists and with unloading bays and cyclists in the bus lanes after trader and cyclist complaints. Also the bus lanes appear rather narrow at points (cigarette paper gaps between the bus I was travelling on and lorry and car mirrors at times) and it appears the buses have no priority at traffic lights do not mack the journeys seem that quick. I hear that Wrights were a bit upset not to get the vehicle order, apparently the Van Hool's were ordered as an impressive vehicle was required, but from my impression they look a bit overwhelmed when flanked by two Metro magenta deckers!



A VISIT TO MALLARD ROAD DEPOT, BOURNEMOUTH IN 1986 BY DAVID LINDSELL



The photographs below were taken on an organised visit to the Mallard Road depot of Yellow Buses in Bournemouth on the 13 August 1986. The day also included a visit to the bus storage facility at Hurn Airport. Unfortunately, I do not recall who organised the visits, however, perhaps a member can help with the answer.

The first picture shows former Bournemouth 110 (FEL110) a 1950 Leyland Titan PD2/3 with a Weymann dual-entrance body. This bus is believed to be in store at Winkleigh Airfield, Devon. In the background is RT329 (HLX146), which is currently in store at a private site in Sherbourne, Dorset.

Secondly, we see former Hants and Dorset 1901 (VRU124J) a Daimler Fleetline CRG6LXB with Roe H43/31F body. The bus was converted to a catering vehicle called "Tansys Pantry" in 2012 on the Isle of Wight and is currently without an MOT therefore off the road. In the background are former Bournemouth Buses 264 (RRU901) a 1955 Leyland tiger Cub PSUC1/1 with Park royal body and, on the right, 147 (YLJ147) a 1959 Leyland PD3/1 with a Weymann double deck body. Both these buses have found a home in storage at the Winkleigh Airfield, Devon.

The third picture shows former Bournemouth bus 40 (FRU224) a 1944 Guy Arab II 5LW with a Weymann Utility H30/26R body. Converted to Open Top in 1952 and to a Crane Lorry in 1962 it is now in store at Winkleigh Airfield, Devon.



In Yarmouth Town ~ Chris Drew



Yarmouth is situated on one of the two rivers on the Isle of Wight to be called the Yar. Properly called the Western Yar, it drains the marshes which spread inland and almost cut it off from the rest of the island. These marshes protected the original inhabitants, the Belgae, from invasion until 43AD when like almost everywhere else, the Romans moved in and took over. Later Jutes, Saxon and the Danes all took a turn at living on the island and indeed, it was the Saxons who first gave the town its name, Ermud meaning muddy estuary. Sounds simple that, you could imagine a Saxon nobleman asking his minion what this was and him replying 'Ere's mud' and the name stuck...and so did the mud. Through the ages the name evolved. In the 13th century, it was called Yaremuthe (more akin to a mixer with gin) and carried on changing little by little until it finally arrived at today's spelling.

The town is dominated by the sea. There's a large boating community using the marina and the inner harbor and let's not forget that it's one of the gate ways for entry on to the island with a regular car ferry service between it and the north island...or Lymington as it is sometimes called. The first regular boat on this service started in 1830 and was called the SS Glasgow which was a wooden hulled steamer which took about half an hour to do the crossing, funnily enough, about the same time it takes today.

There had always been boatman who would transport people across the river Yar but it wasn't until 1706 that a recognized foot ferry was started from Yarmouth to Norton but it was to take another 150 years in 1860 that a road bridge was built and a toll levied for crossing it. This, and also the building of a breakwater, a new pier and the arrival of the railway all in a few years, changed the character of the town completely. The bridge was a single carriageway wooden structure which could be lifted to let small boats through. The toll was eventually scrapped in 1934 when the Isle of Wight Council bought the bridge but it was not until the 25 September 1987 that a new much wider bridge was completed.

Southern Vectis, (so that's what the Roman's did for us) have operated bus routes over the old and new bridges for many years. Routes to West Wight including places such as Freshwater, Totland, Alum Bay and in recent years the hair raising trip out the Needles Battery.

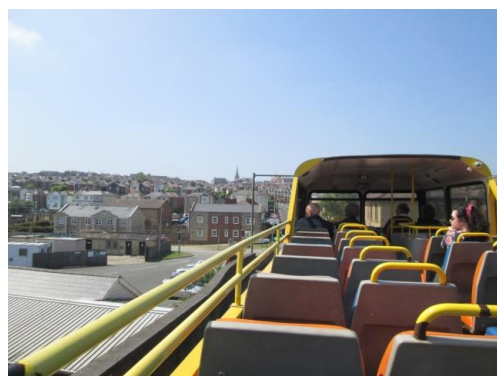


OT1 was photographed crossing the old bridge in the summer of 74 while a pair of Scania's was seen together crossing on the 27th anniversary of its opening this year.

Just as an aside, under the Yar Bridge Act of 1856, vessels have a right of way over road traffic using the bridge although nowadays, one has to book in advance if you wish to have the bridge raised to let your vessel through.

Rydabus Round Up 2018.

A photographic review of the Sunday of this popular two-day event, "through the lens" of Adrian Willats.

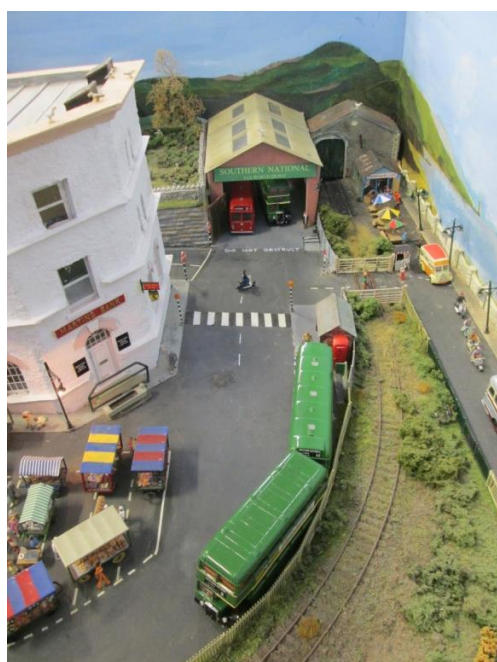


"Buses & Model Railways - Part 8" ~ Adrian Willats goes to Basingstoke...



For this 'instalment' of what I must say that I am finding a very enjoyable series to create, the buses all come from layouts seen at the excellent annual exhibition of the Basingstoke & North Hants Model Railway Society. I visited on Sunday, 11 March 2018, travelling by train and using the free heritage bus service from the railway station - the only bus shown here that is the real thing; what the late Mr. Fereday Glenn used to refer to as "a scale of 12 inches to the foot"!

Loline 488 KOT is seen at the station, introducing a selection of models.



Two pictures with a "Hants & Dorset" flavour, then one with a London-themed layout featuring RTs and a Southdown coach. For the rail fans, a 2BIL and Motor Luggage Van are on the tracks!



On this page: A coach at the seaside, “Bertie” for the young children, a trip to Austria and a Bristol for Mr. Watts!



BUS AND COACH operators have formed more action committees to bolster the fast-mounting national campaign against Mrs. Castle's Passenger Transport Authority proposals.

South Hants and Isle of Wight: J. D. Whitehead (chairman), E. Byng and Son Ltd., Portsmouth; C. Cowdrey (secretary), Priory Coaches, Gosport and Coliseum Coaches, Southampton; A. Clarke (treasurer), Moss Motor Tours (Sandown, I. of W.) Ltd.; V. Maitland, Excelsior European Motorways Ltd.; D. C. Sununerbee, Jennings Coaches Ltd., Hythe.

Hoeford and Empress Road visit on 24 March 2019 ~ Shaun Daniels

On Sunday 24 March 2019 a beautiful sunny day started with 42728 arriving to pick me and fellow passengers up for a visit to First Bus depots in Fareham and Southampton. The visit would not have happened without the help of Darren Smith and Dave York. Everyone enjoyed the day and lots of questions were asked and pictures taken.



All photographs
© Shaun Daniels &
Dave Parker

24/03/19 The day the sun came out. Chris Drew



Our transport appeared smack on time, 10.00 at Fareham bus station. It had already picked members from Cosham and Porchester. Our steed for the day was ex First 42728 now in the protection of the Provincial Society and not a stranger to the Fareham area. There were a few less people than were expected but by the time everyone had donned their 'Yellow vests' they looked more conspicuous. The first First port of call was the depot at Hoeford where we met our guide for the day, Dave York.

The history of Hoeford garage reaches back to 1904 when it was built to accommodate a fleet of new electric trams and the power station to operate it. It still bares reminders of that time, pieces of track buried in the floor, those glass panels in the roof that direct shafts of sunlight into the hidden corners catching dust and exhaust in its beam. I expect there's asbestos in more than one place aswell. Its age makes it a touch cramped especially when the garage shunters are moving 12 metre buses around.

We were lead through a hotch potch of corridors and past various storage areas ending up at the engineering pits for a photo shoot. We retraced our steps and were given ten minutes to inspect the 'Cabbage Patch' (don't believe the man who says old buses never die) and past the wash stand. There was an impressive line-up of 'Eclipse' Enviros parked parallel to some covered tram track and then back to 42728 for a group photo.

The building has character literally by the shed load and I loved it, but.....character doesn't heat or light the building or make it a safe place to work, unlike our next port of call.

First's depot at Bevois Valley could not have been any more different. Nestling between the main road from the M27, the railway into the city and a very impressive pallet mountain, this wide open space was full of straight lines. Servicing was carried out in a drive through building, in one end, do the job and out the other. The washing area can handle six buses at a time and creditably, the water used is collected from the roof when it rains. This was followed by a circuit of the depot with various group shots and back to 42728 for the journey home.

At what of 42728? For a twenty year old bus, this Plaxton Pointer bodied Dennis Dart SLF has one of those rare things...a timeless quality. The Pointer design has stood the test of years very well and it will be interesting to compare things in another twenty years. On the road it keeps pace with traffic both in town and on the motorway with barely a rattle or squeak. There did seem to be an ingress of water from somewhere unidentified and the air pressure would disappear if the engine was stopped for half an hour but these items are mendable.

Thanks must go to the organisers, to Dave York for being for his commentaries and finally to Shaun who liaised between the groups involved, not an easy task.



Operator News

Airlynx Parking

PH1139555 Director: STEPHEN BROOKWELL WRENS FARM, CASTLE LANE, NORTH BADDESLEY, SOUTHAMPTON, SO52 9LY. New operating centre: A F C TOTTON, SALISBURY ROAD, CALMORE, SOUTHAMPTON, SO40 2RW. Authorisation at this operating centre will be 3 vehicles.

Bluestar

Bluestar 3. Starting Sunday 7th April, the service was extended beyond the current terminus at Boorley Green to give a direct link to Eastleigh via Horton Heath and Fair Oak. The route serves the new housing estate, until the new estate roads in Boorley Park are completed, buses will continue to run direct along Winchester Road. The route operates via Botley, Hedge End, Bitterne and Southampton in one direction, and Horton Heath, Fair Oak and Eastleigh in the other. Increased journeys will operate on Sundays. Bluestar 17, times on most journeys have been slightly amended to improve reliability, plus extra buses on Sunday mornings.

H1/H2 & T3/T4. Following a reduction of funding from Hampshire County Council, these services will no longer run after 1430 on weekdays, and Saturday buses on the T3/T4 are withdrawn completely. Also suffering from HCC cuts are the 35/36, Saturday buses on these 2 routes will no longer run. Monday to Friday buses on 35 have minor changes to times.

Bryants Travel, Havant.

DU12 NDK & FY63 CUU Ford Transits. YN05 HVK Mercedes Benz 0814D, Plaxton C33F, new 2005 to Swan, Chadderton, acquired John Smith & Son. (Bob Gray)

Emsworth & District:

The sole vehicles still in stock are: W681 TNV, AML 30H, AML 32H, J502 GCD, OUC 45R, H536 CTR, N906 NAP, N731 RDD. Of these only 502 is in use by Paul Lea to go to rallies etc. Ford minibus CAZ 8872 is still owned. (Alan Lambert)

Flexford Storage Site. Only three First Bus buses remain. The builders are due to move onto the site any day now. (David Lindsell)

GWC Travel Ltd

PH1138019, Walter Cooper. New operating centre Unit 24 Test Valley Business Centre, Nursling, Southampton. New authorisation 2 vehicles. Former operating centre Roddington Forge, West End, Southampton.

Portsmouth City Coaches

3379 RU (ex Wheelers) was re-registered back to V475 KJN 3/19. Acquired ex Compass, Worthing 4/19, LJ04 LFK, VDL DB250 (XMGDE02PS0H011496) / Wright Gemini (H071) delivered as H43/22D, new 2004 to Arriva London South. YJ05 PVY is still in stock. Acquired vehicle 4/19 was N77 PCC a Scania/Irizar. (Alan Lambert).

Preserved fleet: TYD 911W Leyland Leopard/Duple Dominant B61F, (Safeway, South Petherton); SCD 731N Leyland Atlantean/Park Royal H43/30F (Southdown); WHE 349J Leyland Leopard/Willowbrook B53F 1970 (Yorkshire Traction); XHO 370 AEC Reliance/ Weymann B40F 1960 (Aldershot & District); 148 BTP Leyland Leopard/ Weymann B41D (Portsmouth). (Bob Gray)

QV Education Ltd.

PH1136975/3 From Boundary Oak School to Farlington, Sainsburys Car Park via Cosham and Drayton Service No:EAST. From 23 April 2019, Monday to Friday Term time only one AM and one PM journey.

Southdown

BUF 278C now a mobile classroom known as 'Bus Lightyear', currently for sale £50,000.

Wheelers

Former AD Enviro 200 YX11 HNT, new to Tates, Low Barugh, now in service with Ensignbus.

Xelabus SN15 LRL, AD E20D SFD1D1AR6FGY14854, AD E276/7 B29F, ex TLC Travel, West Bowling.



Xelabus SK52 OGY. © Robert Winkworth.





PH0005857/268 From Winchester to Alton No. 9964/64 effective date: 08 June 2019. Extra late journeys annually for Alresford Music Festival. **PH0005857/269** From Winchester to Bishop's Waltham No. 9969/69 effective date: 26 May 2019. Sunday and Public Holiday service via Marwell Zoo.

Enviro 400 **19081** has transferred from Winchester to Aldershot, **19069** has moved from Winchester to Guildford. Tridents **18078** moved from Basingstoke to Winchester, **18520** has returned to the main fleet at Winchester. Enviro 200 **36833** has transferred from Portsmouth to Basingstoke also at Portsmouth from the Reserve Fleet is Trident **18084**. Trident **18118** and Dart SLF **34417** are now in the Reserve Fleet at Winchester with Trident **17740** and Dart SLF **34633** in the Reserve Fleet at Portsmouth. Dart SLF **34415** moved from Guildford to Portsmouth.

Chichester (61) Trident 18081 18502, Volvo B7TL 16931 16933 16935, ADL E40D/Enviro 400 10001 10008 10009 19097 19098 19881 19882 19883 19884 19885 19886 19887 19900, Dart SLF 34518 35121 35122 35126 35127 35252, ADL Dart/Enviro 200 36014 36015 36016 36017 36018 36019, ADL E20D/Enviro 200 36823 36824 36918 36919 36920 37269 37270 37274, ADL Enviro 300 27556 27650 27653 27654 27661 27662 27663 27741 27742, ADL E30D/E300 (Gold) 27837 27838 27839 27840 27841 27842 27843, Optare Solo Slimline 47645 47646 47648, Optare Solo 47586 47587, Optare Solo SR 47932 47933. Reserve Fleet (1) Dart SLF 34546.

Portsmouth (77) Trident 18084 18514 18516 18517 18518 18523, Trident 2/Enviro 400 19034 19039 19055 19063 19071 19077 19078 19090, Scania/Enviro 400 15987 15988 15989 15990 15991 15992 15993, ADL E20D/Enviro 200 36825 36826 36827 36828 36829 36830 36831 36832 36925 37276 37277 37278 37279, Dart SLF 34415 34608 34620, ADL E200MMC 11.8m 26146 26147 26148 26149 26150 26151 26152 26153 26154 26155 26156 26157 26158 26159 26160 26161 26162 26163 26164 26165, ADL Enviro 300 27557 27655, ADL E30D/Enviro 300 27861 27862 27863 27864 27865 27866 27867 27868 27869 27870 27871 27872 27873 27874 27875 27876 27877 27878. Reserve Fleet (2) Trident 17740 Dart SLF 34633.

Winchester (58) Trident 18078 18310 18512 18520 18521, Trident 2/Enviro 400 19079 19096 19099 19158 19159 19160 19161 19162 19163 19193, ADL Enviro 400MMC 10889 10890 10891 10892 10893 10894, Dart/Enviro 200 36024 36025 36026 36027, ADL E20D/Enviro 200MMC 37406 37407 37408 37409 37410 37411 37412 37413 37414 37415 37416 37417 37418 37419 37420 37421 37422 37423, Enviro 200MMC 10.8m 26041 26042 26043 26044 26045 26046 26047 26048 26049, ADL Enviro 300 27558 27559 27560 27561 27562, Optare Solo SL 47312. Reserve Fleet (2) Trident 18118 Dart SLF 34417

Paintshop Float (1) Dart SLF 34631 at Portsmouth. **Training Fleet** Winchester 20937 34632 52617, Portsmouth 22742.

Heritage Fleet Chichester 19913 19945, Portsmouth 32501. **Tree Lopper** Volvo Olympian 16527 allocated to Portsmouth.

Awaiting Disposal Winchester 18485 18491, Portsmouth 16932 16934 22850 22851 22852 22855 22857 22858 22862.



It was after I got home from Amberley on Sunday that I realised that there was almost exactly 50 years between these two shots. The B/W was taken at the 1969 HCVC Rally at the beginning of May and the second was taken coming home from Amberley at the end of April this year. Considering it is 92 years old she was cruising at a steady 35mph along the A27. It was photographed near Chichester. Chris Drew



MAJOR ADVERTISEMENTS.

Given all-over advertisement livery (purple base) for University of Portsmouth in 4/19: 33897.

FIRSTSOLENT BUS SERVICES.

F3 (FAREHAM – PORTCHESTER) (PH0006159/376)

Both directions: Operation of this service was purely commercial and was withdrawn on close of service on Saturday 2/3/19 due to inadequate patronage. Notices affixed to bus stops in the area suggest that intending passengers use services 3 and X4 instead.

F3 (FAREHAM – PORTCHESTER) (PH0006159/491)

Hampshire County Council decided to support the reintroduction of service F3 but on Wednesdays only and essentially hourly between about 1100 and 1400 from Wednesday 6/3/19. The contract was awarded to First Hampshire & Dorset Limited, who were granted special dispensation by the Traffic Commissioner to start the new operation on 6/3/19 from Hilsea Depot instead of Hoeford.

Outward: Same route as withdrawn **PH0006159/376**. *Variation from Wednesday 6/3/19:* No variation. **Return:** Same route as withdrawn **PH0006159/376**.

Variation from Wednesday 6/3/19: One journey starts from Dore Avenue (Portchester Crematorium) then operates via standard route to **PORTCHESTER, PORTCHESTER PRECINCT**.

Normal Vehicle Types: Wrightbus StreetLite, Wrightbus StreetLite MicroHybrid.

Road Works in Howe Road, Rowner, Gosport.

Part of Howe Road was closed to traffic for road works from Monday 4/3/19 to Friday 29/3/19. Bus services were affected as follows.

9 (GOSPORT – FAREHAM) Diverted from Grange Road via Nimrod Drive to Grange Lane. **9 (FAREHAM – GOSPORT)** Diverted from Grange Lane via Nimrod Drive to Grange Road. **9A (GOSPORT – FAREHAM)** Operated via the whole of Grange Road without serving Howe Road and Nimrod Drive. **9A (FAREHAM – GOSPORT)** Diverted via the whole of Grange Road without serving Nimrod Drive and Howe Road.

30 years ago. (First published in news sheet No.2 Mar/Apr 1978)

Hants and Dorset had just completed taking delivery of their last lowbridge Leyland PDIA's (1145-51). Portsmouth Corporation scrapped No76, A T.S.M. E60A6 with English Electric H26/24R body. This vehicle had been loaned 3 times to London Transport in 1940, then to Southampton Corporation in 1943, and later to Hants & Sussex in 1945 - what a preservation item it would have been.

Ipswich in 1985 ~ Robert Martin



The John Bulman Archive



Charabanc Outing



Bath & Bristol

SATURDAY 29th JUNE 2019

With Cresta Coaches of Alresford aboard either their Bedford VAL or ex-Southdown Leyland Leopard.

0930 departure from Park & Ride site, Bar End, Winchester.

Arrive Bath 1200 for those who wish to visit the shops and/or sightseeing. Coach continues to the Firstbus depot.

Accompanied from Bath by Mr James Freeman aboard a Firstbus vehicle to view the Bristol Metro busway.

Return to Bath to collect coach and carry on to Bath for a 1600 pick-up. Arrive back at Winchester at 1830.

Members £15

Non-members £17

Book with Mr David Etheridge, 53 St Catherines Rd., Bitterne Park, Southampton, SO18 1LT. (£5 deposit)

SOC S&DTHH BBQ



**Provincial Society ACE Cougar from Portchester/Fareham.
Contact Roger Watts for details.**



5th July.

Meeting with/vist to FoKAB.

Meet and park at Winchester South
Park & Ride for transfer by bus.

Contact James Woodcock for details.

50 years ago

Saturday, April 12 1969

● Following the announcement by Mr. R. E. Chisnell of the withdrawal of the King Alfred bus services between Fishers Pond

and Winchester from tomorrow (Sunday) there has been a great deal of activity to find transport for those coming to and from Winchester.

Mr. John Sullivan, of Twyford, has mounted a campaign to save the service by writing to the Winchester City and Rural District Councils, the M.P. and the Minister of Transport.

Yesterday (Friday), the Hants and Dorset Motor Services issued details of their steps to meet the difficulties on their two services - the 48 from Southampton and 69 from Fareham - from Fishers Pond to Winchester.

During this week, Mr. Sullivan has made surveys of those travelling into Winchester between eight and nine o'clock, which, he claims, proved conclusively there was enough traffic for three double-decker buses.