

Solent Bus News

Issue 227 ~ October 2017
Newsletter of the Solent Omnibus Club. Established 1969



Top: Winchester Broadway temporary bus stops. © Barry T.
Centre: Xelabus new deliveries. © Robert Winkworth.

Bottom: Left, Phoenix Bussing (Romsey Coaches). Middle, Local preservation project. Right, Wheelers 9423 RU. © Barry T.

www.solentomnibusclub.weebly.com

Diary 2017

Most meetings are held at Portchester Community Centre 7.45pm.

October 6th **The return of Andy Warton.**

November 3rd
London night.

December 2nd **Christmas fun quiz.**

January 5th 2018
Roger Watts New Years Address.

February 2nd 2018
AGM and presentation by last year's photographic competition winners.

March 2nd 2018
Robert Martin – Buses I have known.

Editorial

Rodney Barnes, 13 Whimbrel Close, Southsea, Hants, PO4 8YP.
Telephone 023 9273 1061 e-mail rodneybarnes20@hotmail.com

Well that was summer 2017 and we are heading towards the darker and colder months. Things have quietened down as far as the large operators are concerned with a batch of Enviro 200s due for Stagecoach in Portsmouth. Unfortunately First has been embarking on a subtle cutting policy along with their national policy of cutting as many costs as they can. The BRT between Gosport and Fareham has had its frequency cut back to the two routes running every twelve minutes rather than the ten in enjoyed for quite a short time, in the middle of the day. Peak hours are unchanged. Route 1 in Southampton is set for withdrawal at the end of October, with Saturday frequency modifications to Southampton's frequent routes, Routes 2 and 10 which are being combined will be having an advertised frequency of up to ten minutes rather than the current eight. Widespread changes such as these enable time expired buses to be withdrawn without the need for replacements, which seem to have all but dried up.

Club News

Our August meeting was our popular 3 x ½ hour presentation, the midway version between a presentation for the whole evening and a 20 photo members evening slot. The three participants this year included some last minute changes so many thanks to our trio of Adrian Willets, Robert Smith and Barry Turberfield for their presentations to the Club. The audience was happily entertained.

September was a members' evening on the theme of Arriva. This large group has buses operating only as near as Guildford so even seeing one of their vehicles in our area seems a nonstarter. Participating members made a great effort to give a full show which was commemorating Arriva's 20 years of operation. The evening gave a very comprehensive cover of their creation throughout the country, not overlooking that some 40% of its buses are red for service in London.

King Alfred road run last Saturday 9th September 2017 ~ Chris Drew.



Brijan G300 UYK



Above: Brijan UJT 384. Below: BEP 968V



Photographs from the John Bulman collection.

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

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

News from our area. (First fleet and route news and Stagecoach fleet news will normally be found elsewhere in this newsheet)

Emsworth and District's latest acquisition in 8/17 is F210 WRU an ex Bournemouth Volvo d/decker presumably from Autocar, Five Oak Green

Sold 9/17 are: J524 GCD Dennis Dart/Alexander B41F originally Stagecoach: A883 SUL Leyland Titan H44/32F from Stagecoach London in 2001 and D602 RGJ Bedford YMT/Plaxton B53F which came from Metrobus in 1999- this one to R. Webb, Stratford on Avon.

First is planning a number of service changes in Southampton; A new Sunday bus service between the City Centre, Woolston, Bitterne and Sholing; Extra evening journeys for Service 9 and 13 passengers; Service 1, between the City Centre, Lords Hill and Adanac Park, is being withdrawn. (for environmental reasons as well as financial) Bluestar's more frequent 17 closely follows the route at an improved frequency Routes 2 and 10 are being amalgamated running every 10 minutes, currently 8) as route 2. The company indicate that it will serve the station, especially as the trains are now operated by First Group(!). It will also serve most stops in the city centre. This sounds rather like Bluestar's 18. Given smaller headlines is that Saturday services will be revised to reflect changes in passenger demands. Sounds like this means a reduction which I first remember seeing in Taunton in the 1980s even before First was created. Changes are to be introduced on Sunday 29 October 2017

Go South Coast registered this route Southsea Clarence Pier To: Southsea Clarence Pier Via: Lakeside ibm, Farlington Name or No.: Victorious Festival Service type: Normal Stopping Effective date: 26 July 2017 Other details: 25th, 26th and 27th August 2017 only. This was for the Park and ride which they also operated last year. Their selection of double deckers included vehicles from Bluestar, Unilink and Salisbury in their red livery.

Lucketts has Mercedes Benz Sprinter with EVM body RJ17HSO and Irizar demonstrator YN13BXH on loan in June/July.

Stagecoach has made some timetable changes for reliability. This effectively means the headways are widened to facilitate timekeeping. This has happened in two instances in Chichester, Solo operated 46/47 has become every 70 minutes instead of hourly and the one bus evening service to Selsey has been similarly treated.

Wheelers. Plaxton bodied Dart S726SNV went for scrap in June and it acquired Ford Transits NM08KJX and YN61BXH. Route W1 Southampton-Romsey: Curtailed to run between Southampton and Romsey on weekdays only. Abbotswood section and Saturday services withdrawn.

Xelabus. Route X4 from Partkway to Hedge End has gained a Sunday service as has route X9 between Eastleigh and Colden Common. A new service 190 operates between Itchen College and Stubbington and a number of renumberings applied to Barton Peveril College routes. They have acquired Plaxton bodied Dennis Tridents SK520GW OGY OHA OHB OHC OHE which have recently been withdrawn by Lothian Buses, numbered 638/40/2/3/4/6. Lothian has also produced Pointer/Dart SK520HX Of the same vintage. It was Lothian 54. Xelabus, J18 XEL which is a Stagecoach Volvo Olympian (R507 UWL) is for sale at £5,750. Xekabus will be attending an adjourned public hearing in Bristol on 28 September on disciplinary matters.

Thanks this time to all contributing members.

"Tickets, please!" - Adrian Willats has a roundup of recent rally & running day 'paperwork'....



This time we have a small selection of recently acquired free bus service tickets. Above left are a pair from the Oxford Bus Museum's event on 30 July, while the other 'matching pair' are from the Leatherhead running day held on 9 July - strangely, given the fondness of many LT/LCBS preservationists for correct uniform, etc, the only ones issued to us all day! The bottom one is, apparently, from a Wigan Corporation ticket machine and was issued by a cheerful elderly conductor on my journey back to the bus station and ferry aboard Terry Lawson's Provincial Bristol RE.

Climbing aboard at the rally site, the old chap said "I'm not conducting - I'm just coming for the ride!" But conduct he did - interacting happily with passengers of all ages as he issued us all with a ticket each, which of course not only appeals to us as enthusiasts but makes a lot of young children smile too! "Even the date's right!" - he said, omitting to mention that we all appeared to have been 'transported' back to 1955.....

Within range now ~ Chris Drew

I'm down here now, why not try it was the first thought that went through the brain. Try what, comes back to me with one voice? It all started when I saw advanced notification that the Thames Valley and Great Western Omnibus Trust were going to re-enact one of their now famous Royal Blue running days. This time it was going to be a three day affair starting in Northampton travelling via Bournemouth and ending at Exmouth with the third day starting in Exeter Coach Station and heading home up the A30 to the Thames Valley area and from there dispersing home. The route was a joint Royal Blue/United Counties masterpiece operated under the Associated Motors banner.

I could only spare time for one day so the question was where to catch them? The tvagwot website was excellent. Information was up to date and I was told by Helen Bolt, the human operating it, that the actual route would be available in the week before the run was going to be held and indeed, it was. Armed with this information and 'Streetview', a very useful tool, a location was found on the A3057 just south of Andover, it even had a car park...oh joy.

Added extras for the day included a step ladder to gain enough height to see over any hedges and off to the horizon and plenty of water...it was a hot'n. Apart from the car park now being used as a council tip, everything went well.

There were 14 vehicles listed as running and I believe there was only one dropped out but that seemed to be replaced at short notice by a former East Kent vehicle by the time Winchester was gained. Not all of them were Royal Blue of course, there were RELHs from Red & White and Crosville, an MW from Hants & Dorset, Bristol L from Wilts & Dorset plus a couple from Southern National including an SUL. All the coaches were in remarkable condition with a shine you could comb your hair by, a real credit to their owners. All of which was helped by the sunshine which was ordered specially for the day.

On the premise that they were stopping at Winchester for a short break, I cut cross country to a spot on the Romsey Road to take back up shots which in the end, weren't needed.



"Sunshine and London Buses" - Adrian Willats reports on the Leatherhead Running Day.

The running day at based at Leatherhead on Sunday 9 July was blessed with a warm, dry and mostly sunny day. About ten or eleven vehicles, (RFs, RTs, one GS & one RMC), ran services on ten routes in and around the town. The eleventh route, (93 to Dorking), had to be cancelled for the day after a burst water main closed off the A24. Red RT2043 still ran the rest of the day with '93' on the front though - just to confuse the punters! A handful of transport stalls enticed some folk to part with money, (myself included!), with one selling potted plants as a linking theme to the various local gardens that were open to visitors that day. A special route, the 416B operated by RF644, catered for those wishing to 'do the garden tour', although 'nutter' passengers were also allowed - space permitting!

Until that day, I had never had a ride on a GS but I managed two in one day on the 422 to Boxhill - the second run somewhat enlivened by maniac motorists and a seemingly suicidal cyclist - but fortunately no injuries or deaths occurred! Thanks to Robert Martin and Derek Robinson for their company on the day and to all involved in staging the event - a most enjoyable day.

Seen here are GS13 at Boxhill viewpoint, plus a view of the line up staged near the end of the day. Left to right are: RT4779, RT2043, RF644 and RF146.



Staines Running Day 21 May 2017 by Adrian Willats

Not much to say, as there were no stalls except the organisers' one selling the programmes, therefore no slide/print/book/magazine purchases to report. A pictorial survey of a very enjoyable day, fortunately a sunny one too!



MB, RM, RML, RT and SNB types - plus the old Staines West railway station.

Below, are a selection of tickets from Gibson and Setright machines. The middle Gibson ticket was issued aboard the Timebus RLH - hence that company's name shown on the reverse of the ticket.



RLH48, of the same type as Timebus RLH23 on which I travelled at Staines this year. It is seen at Spur Road, Cosham on the ViTA-organised "D-Day Connection" free services on 10 June 1984. Note that the current shops at the top of Cosham High Street (east side) are only just starting to be built!

Saturday Night Bus Holiday ~ Barry T.

Many people go on themed holidays like Oxford for Morse or Edinburgh for Rebus. So if you are an aficionado of BBC4 on Saturday evenings, what would be your ideal holiday. How about a Borgen Wallander-Bridge Killing Holiday, or subtitled for this Newsheet, A tale of two DB Arriva cities. If you are lost, I leave you to tackle Google for an explanation, but briefly, this is DB Arriva in Copenhagen and Stockholm.

If a former boss of mine is to be believed from his writing in Buses magazine, the only decent bus operations are over the channel and even better if it rolls down the middle of the road on steel wheels. However, what other country can boast of a relatively successful commercial system on the scale of the UK? The major UK groups are all perceived in different ways; Go Ahead, individual, quality; Stagecoach, innovative, relatively reliable; First, poor quality and DB Arriva, nondescript, shabby. So when you step outside Copenhagen Airport in the knowledge that DB Arriva operates the majority of services, do you get what you would expect?

The bus market in Denmark is regulated, with tendering being well established and almost all of the market is tendered. Contracts are typically gross cost and six to 12 years in length, with quality and service incentives and/or penalties. Arriva is the largest bus operator in Denmark, with an overall market share of around 40 per cent. Growth has taken place through tendering and the acquisition of public and private bus companies. Having entered the bus market in 1997 they now operate 1,230 buses; 3 waterbuses and have 3,730 employees. In the capital they operate approximately half of the services.

Buses in Copenhagen are operated under contract to Movia, the Copenhagen TfL. They are either yellow, yellow and blue (A-buses) or yellow and red (S-buses - the fastest). Bus stops are marked with a yellow sign. Regular buses run during the day every 2-6 minute, there is no timetable but there are small electronic displays at the stops.

First impressions upon exiting the airport are of calm, with a quiet forecourt and the bus on service 5A easy to spot. It will take you directly to Copenhagen Central Station, City Hall Square, Nørreport and other stations. It takes about 30-35 minutes from the airport to the Central Station. The service is 24hour with a daytime schedule of every 10 minutes and a less frequent night schedule. For those wishing to cross to the dark side, there is a railway station in the airport with a fast and frequent service into the city centre. The bus itself is less impressive, a Volvo B12BLE-61 from 2007, in 2-front 2-middle 1-back door configuration, operated from the Gladsaxe garage. The exterior looked dull, in need of a repaint, the interior resembled a British bus from the 1970s, all hard vinyl side panels and the seats were typically continental, plastic with virtually no padding and showing signs of a long working life. As is so often the case with

heavyweight chassis, the interior layout lacked continuity, with seats at various heights in the low-floor area, whilst rope and crampons were needed to reach the seats behind the middle door and up over the engine, and exiting from the rear door would have benefited from an escalator. The saving grace is a smooth ride as expected from a heavyweight chassis and well maintained roads.



Arriva 1670, registration VP 90521. A 2007 Volvo B12BLE with 'West' body, at Central Station on service 5A to the airport.

The city centre is a pedestrian and cyclist dream being flat, compact and pedestrianised with little need for public transport. There was however a city centre experimental service until 2014 called CityCirkel, a one-way circular bus route number 11/11A operated by electrical buses.



Arriva used eleven battery powered Renault Urban 40s with CarInd B9C bodies. Photographed at the harbour terminus.



Arriva Denmark CG 94 353. Scania Omnilink 13.7m with Slupsk B43D body, new 2012.



Arriva Denmark XK 95 448. VDL SB200 with VDL Ambassador B40D body, new 2010.

No sighting of Borgen, she must be busy keeping all those warring politicians in order. So time to depart Copenhagen and board the train to Stockholm, some five hours away across the central Swedish lake district. However just ten minutes after departure, it is 'The Bridge', that is to say the five mile long Oresund road/rail bridge linking Denmark with Sweden. Let's hope there are no murders at the midway point, which forms the international border, or is Saga Norén already speeding in her 1980s Porsche on the road above us to solve the crime? The journey is pleasant and uneventful - Wallander must doing a good job - and we step out into the second city where DB Arriva are a major transport provider.

2009 saw Arriva enter the Stockholm bus market and in 2011 they won a 12-year E20 contract, awarded by regional transport authority Storstockholms Lokaltrafik. The contract is the largest integrated multi-modal public transport tender in Sweden to date. It serves the Swedish capital Stockholm and covers the provision of 94 million passenger journeys a year, requiring an additional 2,020 employees and operating 484 buses, 45 trains and 42 trams/light rail trains.

First impressions of this 21st century capital city transport system comes from the purchase of two tickets, one for the metro and the other an advance purchase of a city wide all mode dayrider for the following day. Both tickets were thin ticket roll type paper. The single metro ticket to the suburb of Odenplan required two small (2cm x 1cm) thin paper tickets for each passenger, handed to a guard on the entry barrier. A rather antiquated start to what is a modern and efficient metro that is still receiving considerable investment, as our arrival at the building site that is Odenplan interchange proved.

Odenplan is a pleasant suburb with tree lined avenues and hotels which are a fraction of the cost of those in the city centre. More importantly it is a major interchange for the metro/bus network. Several bus routes for both the blue suburban and red city buses terminate around the station, whilst several others pass through. The first bus of the day was a 1997 Scania CN113CLL with Etanol 32+43 seat body in 2-2-1door configuration on route 53 into the city centre, operated by Keolis Sverige AB. (see below)



Stockholm Transport (SL) BMC 926. Photographed August 2013.

There are no safety screens around the driver making the platform feel very open. Presenting the pre-purchased ticket to the driver required her to search for the appropriate cancelling device. Having grovelled around the cab floor searching through her bag, she eventually found a pen and proceeded to write the date and time on the ticket. The interior of the bus was spartan and lacking any refurbishment in recent years, but unlike one of its counterparts used later in the day, it did not have a strong oil atmosphere to make the eyes smart. (This bus was withdrawn in August 2014, just after my visit).



Arriva Sweden LNU 783. Scania Omnibuss CK270UA6 AB61D, new 2008 to Buslink i Sverige AB, transferred to Keolis Sverige AB in 2010 and Arriva in 2012.

Arriva Sweden LNU 783. Scania Omnibuss CK270UA6 AB61D, new 2008 to Buslink i Sverige AB, transferred to Keolis Sverige AB in 2010 and Arriva in 2012.



Arriva Sweden DPF 904. Mercedes Benz Citaro 0530G AB53D, new 2005 to Arriva Nederland, transferred to Stockholm 2013.



CTB 200, MAN Lion's City G new in 2011, operated by Keolis Sverige AB.

The revival of the cities tram network has started, with route 7 going out to Djurgården from the city centre and provides a way to discover major attractions like Skansen and the Vasa Museum.



Flexity Classic A34 vehicles (Bombardier) - operator: AB Stockholms Spårvägar August 2013.

Tram No.5 a Flexity Classic A34 vehicles (Bombardier).

It was interesting to see that on a normal working day retired employees bring preserved trams out onto the tracks and operate them on normal service, complete with conductors. No doubt something health & safety would frown upon in our country!



AB Stockholms Spårvägar class A1 no 76 Manufactured by ASEA, entered service in 1926.



AB Stockholms Spårvägar class B31 no 616 "mustang". Manufactured by Hägglund in 1952.

So what conclusion have I come to? Well it has to be said that Copenhagen and Stockholm are two beautiful historical coastal cities and worth a visit. Despite the best efforts of Jo Nesbo and Stieg Larsson, they also seem to be peaceful and friendly. Their buses however are sadly lacking in quality and frequency, and have a much higher age profile compared to London. DB Arriva standards are more akin to local service in Luton or Leicester rather than two major Scandinavian capitals. The esteemed Buses columnist and former boss that I referred to at the beginning must wear his rose tinted sunglasses once he has crossed the channel.

As for me, I am still searching for the girl with the dragon tattoo, but in the meantime I'm pitching the next BBC4 Saturday night subtitled blockbuster, 'Arriva death of the bus'.

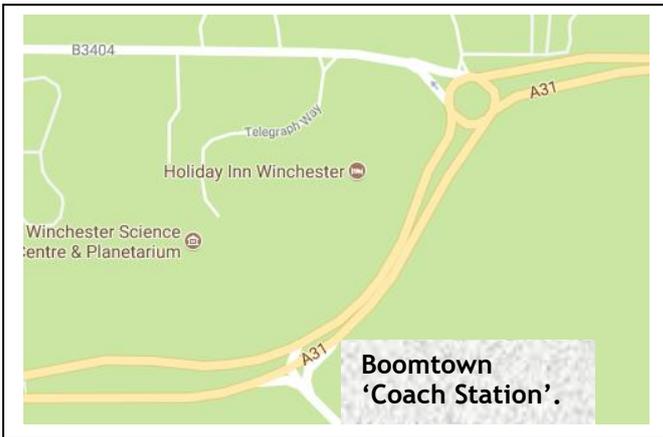
John Bulman at the Admirals Cup 2016



BOOMTOWN

One-off events that generate large bus movements are few and far between, usually relating to major sporting events or as Roger Watts described in the last three SOC news sheets, significant anniversaries.

There is however one annual event in our area that has over the last nine years become a major passenger transport operation. Boomtown Fair, a cross between Blade Runner and Mad Max with music, takes place over an August weekend at Matterley Bowl, Winchester, with visitors arriving on Thursday and departing on Monday morning. In 2017 Winchester City Council Licensing department and South Downs National Park planners granted a licence for 60,000 revellers to attend, the largest numbers granted to date.



Organisers of the event subcontract passenger transport arrangements to The Big Green Coach Company, better known to us as The Big Green Bus Company with its school operations around Birmingham and latterly in Guildford and Reading. For 2017 fifty-seven routes, many with multiple departures, operated from locations throughout the United Kingdom, plus continental departures from Germany, Luxemburg, France and Holland. Additionally, an intensive shuttle bus service operated between Winchester railway station and the 'coach station' (see map) located on the festival site. Departures on Thursday from around the SOC area included: Chichester, outside the bus station, 09.30 and 11.15; Portsmouth, Queens Street, 10.45 and 12.30; Ringwood, bus stop A, 08.00 and 10.00; Southampton, Mayflower Halls, 08.45 and 10.45; Worthing Dome, 09.30 and 11.15. Returns on the Monday from Matterley Bowl coach station were; Chichester and Portsmouth, 11.00, 13.30, 14.00 and 15.30; Ringwood and Southampton, 07.00 and 13.30; Worthing, 11.00, 14.00 and 15.30.



Above: In Andover Road heading towards the city centre, **Tates** of Markyate, T888 TES (YR52 ZHY), Neoplan N316SHD WAG2031622ND33337 C51Ft, new 2003 to Stolzenberg, Maesteg.
Middle: **Marett's Chariots**, Norwich, one of two in the convoy. MX03ACZ, Volvo B12M YV3R9F8113A000814 Van Hool 33746 C46Ft, new 2003 to Shearings.
Far right: About to pass the roadworks. **Barnes** of Swindon, BD14 KYA, Volvo B9R YV3S5P726EA166763, Jonckheere 37240 C53Ft new 2014

Despite living only one mile as-the-crow-flies from the festival site, observing vehicle movements can be difficult. Road closures mean driving close to the site is impossible. Walking along the dual carriageway is frowned upon by the boys in blue whilst the one bus service, Stagecoach 64 (Winchester-Alton) which passes the site on normal operations, is diverted via the Itchen Valley to avoid traffic congestion and I don't own a bike. In the past, picking just one road junction on one of the prescribed routes has given limited interest: although one interesting observation is the improved standard of vehicle used over the years. In the early days, regardless of distance, festival goers were transported in time expired vehicles normally idle from schools contracts at this time of year, whilst this year there was a predominance of modern coaches. This August however I decided to locate on Thursday in Winchester City Centre/Andover Road, one of the prescribed routes for vehicles coming from the West/North via the A34 and close to the railway station. As luck would have it, a utilities company chose Thursday to re-commence road works in Andover Road, closing one of the filter lanes at the traffic lights, making progress slow, but ideal for photography.

The Big Green Coach Company subcontracted the railway station schedule to Xelabus who registered it with the Traffic Commissioner as service X90 (a fare of £10 per person return was levied). To cope with vehicle requirements Xelabus hired in additional vehicles from Stagecoach, which ran with 'On Hire to Xelabus' stickers on their front windscreens. As part of the traffic management plan, advance notice was given of lane closures in Newburgh Street to accommodate three buses laying over. Additional space for a further three buses was created in the coach bay on Sussex Street, outside the Hampshire County Council headquarters. When needed, drivers commandeered the one space lay-by in Gladstone Street at the entrance to a council private car park. Buses were dispatched by Xelabus and Green Coach employees, in blocks of three to the station forecourt.





The recent re-development of Winchester railway station concourse and the Andover Road car park resulted in the loss of parking and lay-over space for PSVs on rail replacement or special services. The situation now required these vehicles to share the bus stops with normal service buses, and the result could be some congestion due to limited overtaking opportunities. To help alleviate the problem on the Thursday, the taxi rank was moved from outside the station entrance, across the road to what on a normal day would be car drop-off bays. This gave a wider arc onto the downward slope for buses to manoeuvre closer to the kerb and allowed service buses to overtake, but required prospective passengers to walk between Boomtown vehicles to flag down the service bus. Metal railings were deployed to control the boarding queue, forcing prospective passengers to turn left outside the station, walk over the bridge, through the car park, do an about turn, come back to the station concourse and turn left down to the bus stops. On the downward slope between the trees Green Bus had erected a small tent to act as an office and sited a portaloos just behind.

Boarding was slow, the primary cause being the amount of luggage in the form of back packs being carried, add in tents, large cartons of booze and the weekend supply of illegal substances (£91,000 of drugs were seized by police over the weekend) - it all took time. By Thursday lunchtime the queues were getting longer as buses were being delayed returning from the site which was due in part to the late opening of the gates at Matterley Bowl. The rain over the previous four days caused site difficulties and together with increased security lead to lengthy entrance delays. The media reported delays of six hours for festival goers to



Top to Bottom.

Left row: Xelabus LX53 AZU, Volvo B7TL /Wright H41/23D,ex London General. Parking in Gladstone St. Xelabus Y852 GCD, Dennis Trident/Plaxton H47/30F, ex Brighton & Hove. Middle row: Xelabus PL51 LGC, Volvo B7TL /East Lancs H45/23D,ex London General. Stagecoach SK52 USN, Dennis Trident /Alexander H47/28F, ex Devon General. Xelabus Y852 GCD in Gladstone St. Right row: Stagecoach WA04 CRU, Transbus Trident H47/28F, ex Stagecoach Devon. Stagecoach WA04 CTK, Transbus Trident H47/28F, ex Stagecoach Devon. Xelabus YR10 AZA, Scania N230UB B42F, ex Menzies, Heathrow.

That was Thursday, what of the following Monday I hear you asking. Well, I don't know because the moment the music started, we were in the car and off to a bolt-hole 100 miles away returning late Monday evening. As the event grows it would be interesting another year to try and get up close to the on-site 'coach station'. Perhaps it's time to climb in the loft and retrieve the kaftan, put some flour in my remaining hair, pretend I'm off to Woodstock (as the song said 'they were half a million strong', now that would be a shuttle operation worth watching!).

Time to roll a joint, it's roast beef today! Peace and love man. Barry T.



"Sunshine at Stokes Bay"

Adrian Willats visits the Provincial Society's annual bus rally on 6 August...

Having enjoyed my visit to the 2016 rally, after a gap of twelve years or so since my previous one before that, I kept a close eye on the weather forecasts for this year's rally day. Fortunately, a warm, sunny day was both forecast and actually happened, so I made my way to Gosport bus station via Park & Ride and the ferry, to await the free 'heritage' bus to the rally site. Unfortunately, a slight delay occurred here, as the intended vehicle for the departure that I should have been in time for had apparently broken down - so a kindly fellow enthusiast told me! A current Stagecoach vehicle was quickly substituted, transporting a by now growing queue to the rally.

Once on site, and equipped with a programme, I set about my usual way of enjoying these events. A quick note of (and glance at) which stalls were there, followed by browsing of same and photography of the vehicles attending. Not forgetting, of course, meeting familiar faces and a couple of stops for lunch!

I counted at one point nearly forty buses and coaches on site, with I believe somewhere over fifteen stalls to look at. Someone I know has often predicted the slow death of this event ("same old buses and not many stalls") but I beg to disagree! I managed to part with a few pounds (besides the programme) and added a few prints and some more of the by now inevitable slides to my collection. I also took plenty of digital photos, including one local coach that I had not seen before, and the First training bus 66176 (W376 EOW), which certainly looked distinctive in its rather startling stripes! Familiar vehicles were there too - including two Bristol VRs that are regulars at several events, (CJH 141V of Alder Valley and BFX 570T of Hants & Dorset), together with 'classic' Southdown livery as seen on MUF 488 and BUF 122C. Local First support was much in evidence, with (besides 66176) two City Reds and a 'Three' from Southampton, with an 'Eclipse' from the local E1 and E2 routes.

A final journey aboard Terry Lawson's RE took me back to the ferry after a most enjoyable five hours or so on site - including a ride in the cavalcade around the town aboard BFX 570T. I look forward to returning in 2018, but in the meantime here are a selection of my photos from the day. One is a 'mystery picture' - no prizes, I'm afraid, but I would be interested to hear if any of you can explain the repeated presence of the London Transport 'roundel' on the edge of the ferry jetty at Gosport!



The coach is AC16 BUS of AC Travel, Fareham Road, Gosport. A Mercedes with bodywork by "Unvi" - no, I hadn't heard of them or the operator!!

What would you call it? by Chris Drew

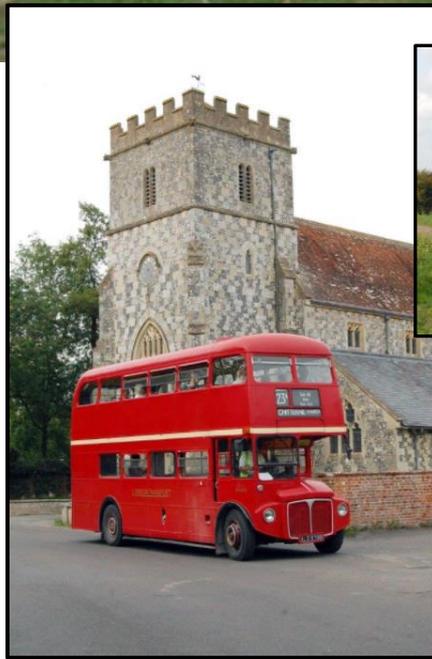
Imberbus, well, just what would you call it? It's not an open day at a garage, or a preservation meet. It's not a running day in the usual sense of the words because there's no home for it to run from. And the buses, they all have their origins in London at least 100 miles away and with the exception of a few modern oddments making an appearance, they are all Routemasters, original ones, or at least as original as multiple overhauls have left them. They are the best case of three new heads and four new handles on the original George Washington's axe I know. Usually my heart drops when I arrive at a rally/open day/road run and see enough Routemasters to stock a medium sized garage, all preserved and many in the wrong liveries. You cannot pretend a late re-engineered 'Dartmaster' is the 1960 original it purports to be because it carries a cream line and sports gold lettering etc. etc. But Imberbus is different. It's run by the Bath Bus Company who are owned by RATP, not a company known for being philanthropic. And the red Routemasters just somehow work. Ask anybody there and they wouldn't have it any other way even to the point that the green RMCs that turn up seem a little out of place.



Then there is the reason for them being in the middle of Salisbury Plain. It's the village of Imber of course. The village was seconded during the Second World War for training purposes and today is still used to show soldiers how to fight house to house warfare. Personally, I think that the operator's licence should be taken out in the name of the 'Brigadoon Bus Company' appearing as it does out of the mists for a short period when it's filled with a population of like minded people and then just as quickly vanishes. Also gone the next day are the buses that run the 23A from one side of Salisbury Plain to the other, not only taking in the village of Imber, but also such places as Gore Cross, Chitterne, Tilshead and who could forget Brazen Bottom.

The selection of buses there this year included, apart from the Routemasters, a New Routemaster (I hate that name), a Son of Routemaster (not much better) and the one and only Short New Routemaster (just plain silly). There was also an interloper in the shape of GS64 which although not operating the 23A, (there would have been long queues if it had been), potted through Imber on several occasions and looking every inch a country bus.

What would you call it? I would call it special, possibly unique but definitely bloody marvellous.



School terms, which should provide some of the material in this survey, has meant a short timespan between the survey date and the production date. Looking back to 2015 it was found that the Mercedes Citaros on Bluestar's prime 18 route was impeding the average age at Southampton from falling as much as it might have. Now that Bluestar has reequipped the route with new buses, albeit now two years old, this should produce worthwhile changes as I now await reality and stop speculating! Reality shows that the average age has dropped by two and a half years and is now virtually the same as Portsmouth.

We will start by looking at the First routes.

Route 1 has been amended to a 30 minute frequency rather than a fifteen minute service and now only runs from Adanac Park, Lordshill to the city rather than continuing to Weston. The two buses seen were 14 registered StreetLite 47602 and an ex London 02 registered Plaxton President bodied Trident, 33148.

Route 2 was a six minute service to Millbrook, but it has now crept out to eight which requires eight buses to operate this relatively short competitive route. Like route one, these buses were seen in the out direction only and all eight were seen. Eight StreetLites were 14 registered 47603/6-12. The batch is painted red to reflect its history from the erstwhile Southampton Corporation. Additionally double deck 32855 made another observation. This is an eighteen year old ex London V registered Plaxton bodied Dennis Trident.

The 3 goes from Lordshill to Thornhill and is now mainly host to a batch of 09 registered Volvo B7RLEs which were cascaded from Portsmouth where they operated when new on the Waterloo routes. These buses are now in the red used in Southampton and branded as the three in words. The journey takes an hour on the route which now has a 7½ minute frequency, up from every ten minutes. Buses are on the route from 0458 to 0016. The buses serve the route in both directions and the full quota of sixteen buses was seen (eight each way). The buses of the ex-Portsmouth batch were 69385/6/9/90-2/94-401. Two StreetLites filled the quota being 63 registered 47419 and 15 registered 47671, the latter in generic First livery.

Routes X4 and X5 are in both the Portsmouth and Southampton number lists as 4 and 5. The X5 has a school journey from St Anne's School through to Gosport. The solitary school day extension is scheduled to leave the school at 1542 and pass Southampton Station. The bus was coincidentally seen there about 1610, some 20 minutes later than timetabled. Whether this journey passes the survey area is unknown because of this delay and in not being seen in the survey hour but it probably doesn't now because of the diversion to the station.

For some unexplained reason Volvo B7TL decker 37164 travelled light through the survey site only to return some fifteen minutes later bearing the destination City Centre X4. No reference to this journey can be found in the timetable and would seem to bear no relationship to the X4 which runs from the City Centre to Portsmouth away from the survey point.

The route 6a extension from Hamble to St Anne's school no longer operates.

Route 7 to Townhill Park provides an seven minute frequency rather than the more conventional eight an hour (7½ minutes) and is the home to a batch of 15 registered StreetLites whereas last time it was the home to a batch of ten 62 registered Enviro Darts. The bus turns in the city centre area and journeys are viewed in both directions. Fourteen journeys were observed with nine buses exclusively being 15 registered StreetLites mostly branded for the route. There were 47672 which was originally at Weymouth and 47686-8/90-4. Only a slight sniff of the unusual!

Route 8 to Hedge End, seen in 2013 but not 2015 has now been altered again so that it does pass the survey point on its way to and from the station. This route gets a real miscellany of

Southampton's stock and on 12 September saw two ex London Mercedes Citaros bearing OIGxxxx registrations but the naked truth is 64013 and 64018 are really 52 and 03 registered respectively. The third bus seen on this 30 minute service was 69247 an 07 registered Volvo B7RLE with Wright body

No doubt as a balance to route 8 route 9 no longer serves the survey point despite the 15 minute frequency of the 9 being displaced by the 30 minute one of the 8.

Route 10 which did not exist at the venue last time. It is an 8 minute frequency route from the city to Thornhill, the same frequency as route 2. It is predominately operated by 63 registered StreetLites and the buses this year were 47421-6/8/9 plus 14 registered 47606. Proposals are to merge the 2 and 10 in October. Details appear in the news section.

Route 12 has been shortened to the city centre from Lords Hill and halved in frequency since the last survey. Route 8 and 12 both start their journeys at Pound Tree and from the observations there appears to be some inter working, a not uncommon practice anywhere. Buses seen on the 12 were 64016 and 64018. Mercedes Citaros and Volvo B7 69247. Two of these buses were described for route 8 and the third, 64016, has an identical description to the 8's 64013.

Before leaving First there is a miscellany of school routes etc. to look at. Cantell School has an award winning transport policy with an arrangement with First, which has a bus leaving the school at 15.00 passing the survey point. According to the school it is route 158. Ex London Trident 33181 was twice passing the survey point just showing Cantell School in the destination screen. Another afternoon service which was seen is BlueStar's 606 which runs to the city Centre whereas First's service "158" goes onto Northam. Bluestar's bus was all Scania double decker 1126 bearing a 58 registration and now steadily ageing, the batch having once been the pride of the fleet. Two other First journeys passed through in the hour. There were both from the small batch of Volvo B7 double deckers which has been in Southampton since new in 2007. 37163 was on route C5, of which no trace can be found and sister vehicle 37162 which was showing route 901, which has been identified as a service from Richard Taunton College. However, the timetable shows a departure time of 1610 so the bus must have been making its way there.

Finally in this category was one of First's two step entrance Darts they now operate, anywhere in the country. They are used in Southampton for a park and ride service for the Aviva insurance firm in the Eastleigh area, N registered 46324 made an appearance at the survey site, It now has an all over off white livery which provides a good anonymity, which even a personalised registration would not. Perhaps Aviva see this as being a useful fitness test for life insurance. Whatever, this is an incredible occurrence, even if it is legal.

As can be seen from the statistics Go Ahead is getting even nearer to being the predominate operator at the survey point operating under the guise of UniLink and Bluestar. Next time route reductions from First are likely to put them in second place. The reductions are described under news from our area.

The Unilink routes are all operated by a batch of 63 registered Enviro 400s with two doors, In addition to long standing route U1 which now operates every ten minutes and U6 every half hour are now operated by the same batch. Buses from the batch (1548-70) seen were 1548/9/52/5/6/58-61/6-69. Although the survey date was held back to see as many school journeys as possible at the start of term, the University term did not start until 25 September which would have given the U1 an improved frequency of every 7 ½ minutes.

Bluestar has an increasing selection of routes. Route 1 now serves Winchester every 15 minutes improved from 20 minutes last time. The buses have recently been updated by a batch of Enviro 400s

with MMC bodywork, and a glittery livery. The buses bear 66 registrations and were 1639/40/3-5. Buses on most Blue Star routes run through the survey venue in both directions.

The 2 route to Eastleigh and Fair Oak every 20 minutes is mainly stocked with the buses the 1 had last time but all were the Enviro 400. The buses there this year were 64 registered 1601/3/4 made up by 65 registered 1605.

Hourly Route 3 to Botley was operated by Mercedes Citaro, 55 registered 2407 which was on the 18 route last time

30 minute Romsey service 4 was served by Mercedes Citaros 2404 a transfer from last time's 18 and 2762 a 66 registered Enviro 200 MMC which had been acquired for the route and others through Totton. It almost seems that the Citaros from the 18 have not been adequately displaced. 2404 was seen on the 16 earlier in the hour.

Route 7 to Sholing starts at the station and is operated with more 55 registered Citaros, 2401/10. This route is a relative newcomer.

Route 16 to Townhill Park operates every 15 minutes. Buses seen on the route were two 55 Citaros 2404 and 2406, with the former then operating to Romsey and two mini Pointer Darts of 2003 3302/3, bearing SN03XXX registrations, many of which were spread throughout the country and some of which are still operating, even in London.

Route 17 to Lordshill now operates every ten minutes and follows a route rather similar to First's 1 which is due for withdrawal in October. Return buses miss the junction and only five buses were seen. Four were 07 registered Citaros new on the Isle of Wight. 2451/4/5/6 and one of the new 66 Enviro 2759 200 MMCs

This brings us to route 18 between Millbrook and Thornhill, an established city service, now running every 7/8 minutes, only just below the 17 above. The Bluestar route 18 has 24 buses scheduled to pass through the junction as the eastbound bus passes through north to south and after passing through the city centre they pass through again west to east. This provided 14 different buses, all of which were the scheduled batch of 65 registered Enviro MMCs. They were 2733-6/40/2-50.

It is now two years since Xelabus became the successor to Brijan and their route and timetable, basically unchanged has been numbered X10 on which 66 registered Enviro 200 425 was operating.

X11 is an hourly service from Lords Hill to the city centre and on the last survey went to Hedge End, The service is financially supported by Southampton City Council. The two buses scheduled for the route were 432 and 433. 66 and 17 registered respectively. These buses are undoubtedly leased, but do give a business's like impression. Xelabus also won the newest bus of the day with 433, the third different operator to achieve this in the last three occasions

Finally we have two coaches this time. Go Ahead 7814, a Volvo B11R with Caetano coachwork was on route 032 to Bournemouth and Lucketts BK15AHP a Scania with Caetano coachwork on route 203 travelling between Heathrow and Portsmouth.

A heavy load with a bus passing through the junction every 24 seconds. Within a week of the survey news reached me that will lead to a significant reduction in numbers of First buses and the high probability that Go Ahead will become the largest operator in central Southampton. However, something else will no doubt arise before October 2019!

Facts and Figures (2017, 2015, 2013, 2011, 2008, 2006, 2004 in order).

Venue.....	Civic Centre Road/Above Bar, Southampton
Date.....	Monday 11 September 2017 Thursday 11 June 2015, Monday 29 April 2013, Thursday 3 February 2011, Thursday 6 November 2008, Tuesday 27 June 2006, Friday 28 May 2004
Time.....	1500-1600
Number of Journeys	150, 142, 157, 113, 115, 139, 140.
Number of different buses.....	108, 109, 122, 87, 98, 116, 111.
Median Age.....	January 2014 (3 years 8 months) May 2009 (6 years 1 month) November 2004 (8 years 5 months) October 2002 (8 years 4 months); February 1999 (9 years 9 months); February 1998 (8 years 4 months); April 1998 (6 years 1 month)
Oldest Bus.....	First step Dart 46324 (N324ECR) Brijan Dennis Dart 110 PJZ3110 (formerly N317AMC) Velvet Leyland Olympian J851TSC; First Dart 40250 (M106RRJ); First Leyland Olympian 34989 (E289HRV) Solent Blue Line Leyland Olympian 722 (G722WDL); First Leyland Atlantean 38252 (YRV252V)
Newest Bus	Xelabus 433 (YY17GRZ) Bluestar AD E40D 1604 (HF64BPO) First AD E20D 44536 (SN62DCZ) Bluestar Scania OmniCity 1309 (now 1199)(HF58GZO) Bluestar Scania OmniCity 1131 (HF58KCK) Unilink Mercedes Citaro 80 (HF06FUB) Solent Blue Line Pointer Dart 582 (now3313) (SN03LDU)
Number of liveries.....	7, 8, 7, 9, 8, 14, 16.
Percentage of low floor.....	99%, 99%, 96%, 95%, 71%, 55%, 48%.
Most distant destination.....	Portsmouth, Gosport, Winchester, Portsmouth, Southsea, Southsea, Eastbourne.

Continued on page 14

ALLOCATIONS.

Fleet No.	Date	From	To
47593	31/7/17	Hilsea	Hoeford
47593	4/8/17	Hoeford	Hilsea
47594	1/8/17	Hoeford	Hilsea
47594	3/8/17	Hilsea	Hoeford
64001	31/7/17	Southampton	Withdrawn

FIRSTSOLENT BUS SERVICES.

Arrival of HMS Queen Elizabeth at HM Naval Base, Portsmouth.

HMS Queen Elizabeth, the largest ship ever built for the Royal Navy, entered Portsmouth Harbour at 0710 on Wednesday 16/8/17, and attracted crowds of spectators in Portsmouth and Gosport.

Portsmouth City Council asked for special park and ride journeys between the Tipner site and Clarence Pier from 0400 to 1000. First Hampshire & Dorset duly obliged with Hoeford's 32702, 32708, 32763 and 32764 and Southampton's 32704 driven by Hilsea and Hoeford drivers.

Gosport Borough Council commissioned First Hampshire & Dorset to operate a park and ride service linking Stokes Bay with Gosport Bus Station from 0500 to 1200. Southampton's 20550 and 20551 were used alongside seven Tridents from Hoeford and Southampton. Reports of which Tridents were used would be appreciated.

Railway Signal Failure at Ports Creek, Portsmouth.

Signal failure on the railway triangle at Ports Creek at 0630 on Friday 27/7/17 caused severe disruption to train services. Rail passengers were allowed to use FirstSolent services 1, 3, 8, 13 and 18 from 0630 to 1600 and from 1755 to 1930.

Road Works in Clock Street, Portsmouth.

Clock Street was closed to traffic at its junction with The Hard for sewer repairs by Southern Water from Tuesday 22/6/17 until Saturday 22/7/17. Consequently, the temporary one-way system using Wickham Street and Clock Street was suspended while the work was done. Due to the traffic congestion and queues near Victory Gate, service 1 (clockwise) shared the bus stop used by service 1 (anticlockwise) in The Hard outside the Co-op, then travelled through The Hard Interchange and The Hard to Queen Street.

Road Works in Isambard Brunel Road, Portsmouth.

Isambard Brunel Road needed major structural repairs so it was closed to southbound traffic from Monday 24/7/17 until Sunday 6/8/17. Bus services were affected as follows.

1 (PORTSMOUTH - SOUTHSEA - PORTSMOUTH) (CLOCKWISE) Diverted from Commercial Road [South] via Station Street, Arundel Street and Holbrook Road to Bradford Junction.
1 (PORTSMOUTH - SOUTHSEA - PORTSMOUTH) (ANTICLOCKWISE) Not affected.

2 (PORTSMOUTH - PAULSGROVE) Diverted from Commercial Road [South] via Station Street, Arundel Street and Holbrook Road to Bradford Junction.
2 (PAULSGROVE - PORTSMOUTH) Not affected.

7 (SOUTHSEA - WECOCK FARM) Not affected.
7 (WECOCK FARM - SOUTHSEA) Diverted from Commercial Road [South] via Station Street, Arundel Street, Holbrook Road, Bradford Junction and Winston Churchill Avenue to Lord Montgomery Way.

Road Works in Fawcett Road, Southsea.

Fawcett Road was closed to traffic between its junctions with Jessie Road and Rugby Road from Saturday 29/7/17 to Monday 31/7/17 for work on gas mains by Southern Gas Networks. Bus services were affected as follows.

15 (PORTSMOUTH - EASTNEY) Diverted from Fratton Bridge via Goldsmith Avenue and Winter Road to Devonshire Avenue.
15 (EASTNEY - PORTSMOUTH) Diverted from Devonshire Avenue via Winter Road and Goldsmith Avenue to Fratton Bridge.

18 (SOUTHSEA - PAULSGROVE) Diverted from Elm Grove via Victoria Road North to Fratton Bridge, where it waited until scheduled departure time.
18 (PAULSGROVE - SOUTHSEA) Diverted from Fratton Bridge via Victoria Road North to Elm Grove, where it waited until the scheduled departure time.

Wightlink Port Upgrade at Gunwharf Road, Portsmouth.

Extensive upgrading work has been in progress throughout summer 2017, causing traffic problems in the area. Sometimes this has been exacerbated by faults developing on individual ferries leading to cancelled sailings and queues of vehicles waiting for a ferry. Consequently, service 7 (SOUTHSEA - WECOCK FARM) has been subject to various short term *ad hoc* diversions in both directions.

New Ticket Machines.

The new ticket machines were introduced in Southampton on Sunday 30/7/17. Those for Hilsea and Hoeford were to have followed on Sunday 6/8/17 but have been delayed until further notice.



Photos: Empress Road Depot. David Etheridge.

Fleet News from Andy Warton

Fleet No.	Registration	Vehicle	From	To	Notes
34418	GX53 MWK	Dart SLF		Winchester	Reserve
34515	GX04 EXJ	Dart SLF		Winchester	Reserve



Route News

Stagecoach 7 Winchester-Sparsholt: The peak hour extension to Kings Somborne is withdrawn but one journey per weekday will run to and from Salisbury.

Stagecoach 46 Winchester-North Baddesley: College journeys are cut meaning that only 3 or 4 journeys will run on weekdays only.

Stagecoach 64 Winchester-Alton: Minor changes. Stagecoach 66 Winchester-Romsey: Minor changes.

Winchester Bus Station Redevelopment.

The biggest change in public transport in Winchester in more than 40 years took place during the first week in September.

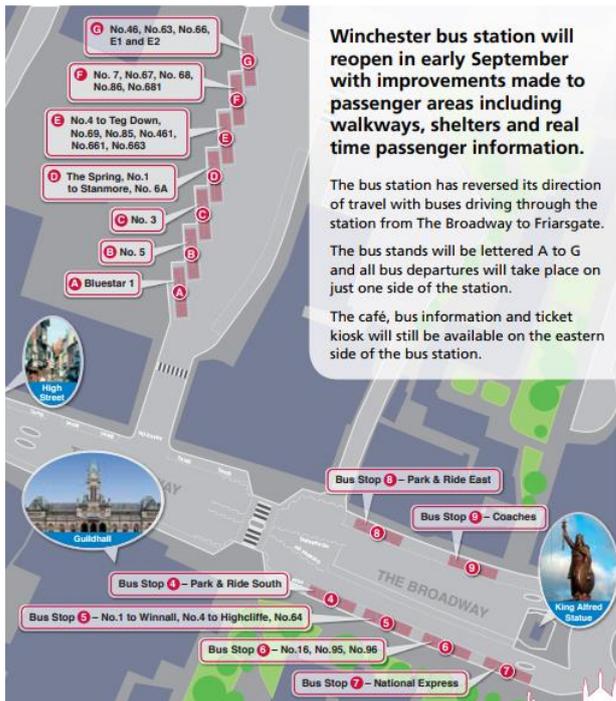
Buses no longer turn from the station entrance on The Broadway onto the High Street and then right into Middle Brook Street. Instead they leave the station via Friarsgate, turn into Tanner Street and Silver Hill before rejoining the usual route on St George's Street. It is the most substantial change to traffic since the High Street was first pedestrianised in 1974.

A new bus stop has been put into St George's Street, outside M&S, to replace the existing bus stop in Middle Brook Street which has been removed.

Winchester City Council has updated the site of the old bus station, demolishing the disused depot building to allow buses a more straightforward route through the site.

CLLr Caroline Horrill, Leader of Winchester City Council said: "About three million people use the buses each year and this has been about improving the facilities available to them, increasing the availability of real time travel information and increase pedestrian safety in the area around this bus station."

CLLr Jan Warwick, portfolio holder for environment, added: "This is about ensuring that improved public transport options are offered to benefit the huge number of local bus users."



Above: The first week of demolition, with the walkway through to the café, that remained open.



Left: A problem during reconstruction and one that persists now the bus station has reopened. Buses on services which start in the Broadway need to make a three point turn. Whilst National Express coaches have adequate lock to make the turn in one go, Stagecoach Alexander Dennises do not. Once upon a time the Traffic Commissioner frowned upon routes being registered that required reversing manoeuvres on the public highway whilst carrying passengers.



There was a major rail replacement service in the Portsmouth area during the Spring Bank Holiday weekend of Saturday 27/5/17, Sunday 28/5/17 and Monday 29/5/17 due to major engineering works. Surprisingly this coach was conscripted on the Monday. HOW 51T (originally YJ08 EAC) is a Van Hool Altano TDX921 integral with CH52/5FT seating owned by The Springfield Bus & Coach Company Limited, 7 Cormorant Drive, Runcorn, Cheshire, WA7 4UD (part of Howard's Travel Group of Great Sankey, Cheshire). Shaun Daniels took this photograph at The Hard, Portsmouth, on the Monday. A Stagecoach (South) Limited Enviro 400 in Chichester University livery and a First Hampshire & Dorset Limited StreetLite Max in The Star livery can be seen in the background. Robert Smith.

CPPTD Wicor Open Day, 28 August - report & pictures by Adrian Willats.

This was the second open day held at CPPTD's 'new' home at Wicor, but the first time that your writer had visited the operation since it moved there. The Bank Holiday Monday weather was looking very good as I made my way by bus from home in Cowplain to Cosham, in plenty of time for the first free vintage bus 'shuttle' to the depot. Worked by open top LRV 996, this had about ten people upstairs at the 10.15 departure time, with another five or six boarding at Portchester precinct.

On arrival at the depot, I was pleasantly surprised at both the seemingly rural location, (despite streets full of houses being not far away), and the closeness to the sea! Some vehicles normally 'resident' had been moved outside, giving good opportunities for photography and making plenty of space inside the building for visitors to look at models, photo displays and buses under restoration or repair, including one of particular interest to this writer! Iveco minibus K916 VDV will hopefully be back on the road in the not too distant future, and a ride on it at future open days will be eagerly anticipated by at least *one* passenger!

Seeing the Portsdown & Horndean Light Railway tramcar again brought back memories of my contribution to the monthly open days at Broad Street - presenting slide shows at regular intervals to the small audience that could be fitted inside the tram's lower deck. Sadly, it was all too obvious that many of those watching and (sometimes) listening had little or no real interest in the subjects on the screen, but - as the old saying goes - 'you can't win 'em all' !!

I took two 'circular' trips out from Wicor - a Portsdown Hill tour aboard Eastbourne 42 (AHC 442) and a run to Southwick sitting on the wartime-style wooden seating of Portsmouth Bedford OWB 170 (CTP 200). I supported the excellent catering service to the tune of two mugs of tea and some cake, for which donations were requested. More than happy to do so, I also gave generously for some old books and bus magazines - all monies going to fund CPPTD's ongoing restoration efforts. I took quite a few photos and met with several familiar faces 'in the hobby' before taking the 15.15 bus back to Cosham, on which fellow SOC member Robert Martin and myself 'luxuriated' in sole occupancy of the 30-seat upper deck of Portsmouth 112 (ORV 989).

Thank you and well done to all whose efforts made the day a success - and now that I know where it is, I'm sure that I'll be back!



Of particular interest to me amongst the displays were designs for 'might have been' livery styles for Portsmouth City Transport, as I had not seen these before. They are shown in two larger photographs on the next page.

All vehicles seen here are at the depot except 170 which is seen at Southwick.



Camberwell bus garage open day 2015 ~ Robert Martin.



At Hammersmith, in the walkway from the shops to the lower section of the bus station, I saw the attached on the wall.

Surely a caption competition beckons?!

Adrian Willats.

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Route 20



Portsmouth Depot

May 2013

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Route 21



Portsmouth Depot

March 2013

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Route 23



Portsmouth Depot

March 2013

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Route 30/31



Portsmouth Depot

June 2013

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Route 37 & 38



Portsmouth Depot

May 2013

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Route 39



Portsmouth Depot

June 2013

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Coastliner 700
(Chichester to Southsea)



Chichester & Portsmouth Depots

May 2013

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Coastliner 700
(Chichester to Southsea)



Chichester & Portsmouth Depots

May 2013

Stagecoach
GREENWAY · SOUTHSEA · SOUTH

Risk assessment for
Coastliner 700
(Chichester to Southsea)



Chichester & Portsmouth Depots

May 2013