



Newsletter No. 239

October/November 2019



Priory 898 HHO, Bedford VAL14 with Duple C52F body sitting in the depot. New to Creamline, Bordon 1963.

© David Etheridge

In this edition:

A night out in Winchester ~ Thames Valley & Reading Running Day ~ Singapore Buses ~ Sargeants Coaches ~ Buses & Model Railways ~ Chester and Stoke-on-Trent ~ Plus the latest fleet news.



Editorial

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

Thirty-five years after deregulation, Sunday 22nd September 2019 saw the next chapter in the Southampton battle of the buses. Bluestar commenced operation of the 19 between Central Station and Thornhill (Fairfax Court) shadowing First Red 3 on a mainly fifteen minute headway, whilst First commenced operation of the 1 from the City Centre to Calmore (Blackwater Drive) on a ten minute headway, shadowing Bluestar 11/12.

The tactics are interesting. Bluestar is attacking the one remaining frequent First route in the City whilst First attacks what is one of Bluestar's weakest services. The overarching question has to be what is the point? I can understand Bluestar wishing to consolidate its dominant position and put the final nail in First coffin, but First, which is already cutting back, has decided to divert limited resources into poor bussing territory, further diminishing its profitability (or increasing its losses). Where does this leave the passenger? No doubt those living along the 19 route will ultimately see Bluestar become the primary operator, but those living in Calmore will have short term road chaos before a sudden withdrawal and a return to normality. Is it not time to stop this short termism? After thirty-five years the industry still employs management more intent on one-upmanship than developing a strong network, increasing patronage and profitability. There is enough competition from the likes of Uber and Lyft, intent on killing off public transport without an internal industry dog fight.

BET, Tilling and NBC laid the foundation of a network which can still be seen in today's operations, although there has been significant housing development over the past fifty years. Chandlers Ford, Denmead, Waterlooville, Horndean, Hedge End and Whiteley still have services not dissimilar to those in existence before the residential growth. Operators seem intent on ignoring a developing market in favour of not upsetting the route status quo, and are content to market their longstanding network at the expense of an emerging territory. Where do operators see their long term profitability coming from as no market is immune from progress? Just ask the retail industry. The big bus over a fixed network might not be the solution; the public has long memories and if you ignore them or carry out battles at their expense, they will migrate to more socially acceptable alternatives.

I am not a great believer in London style franchising but if companies continue to ignore the needs of the travelling public, what is the alternative? Simple, you upload an Uber or Lyft app, fast, modern, convenient and relatively cheap transport. Is that what we want? It's time for the local bus industry to think about passengers and the future.

2020 Photographic Competition

Still plenty of time to think about the photographic competition in February 2020. The rules require the photograph to be of a PSV taken by you between 1st January 2019 and 31st December 2019. Full details will be in the December issue.

Additional 2020 competition. The Rodney Barnes Memorial Trophy.

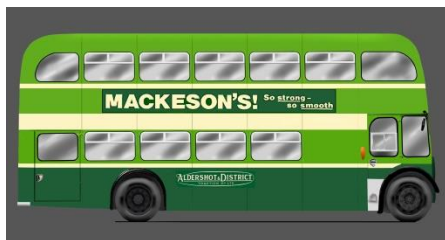
To honour the memory of a long serving club secretary and news sheet editor, the Club will be holding a one-off photographic competition at the 2020 AGM in February.

Rules: a photograph of a bus operating in London; London defined as all TfL (and previous incarnations) routes; one entry per member; normal end print size; received by the Editor before 20th December 2019 by post, at a meeting or email jpeg.

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

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Club News & Diary



Club News

August saw the club enjoy a summer's evening at the home/garden/depot of Sue and Bob Gray, and the evening was well attended by club members and other local enthusiasts. Both buses were on display and a well stocked sales stand proved popular. Sue, as ever, kept a constant supply of tea and biscuits coming for the hungry hoards. Many thanks to Sue and Bob for their hospitality.

In September, members returned to Portchester for an evening entitled '50 years of....'. Adrian Willats opened with a selection of recently purchased slides depicting several operators' vehicles from the last few decades. Next, David Etheridge concentrated his slide selection on 1969 and 'G' registration vehicles. This was followed by Chris Drew's digitised selection of fifty mainly black and white prints, one for each year of the club's existence. Finally, Roger Watts showed fifty slides, one for each year of his bus enthusiast life.



Xelabus YJ56 LNA, BMC 220 NMC220LKCRB100093, B57F. New in 2006 to First West Yorkshire as 68662. One of two recently purchased, see Operator News. © Bob Winkworth

Saturday 19th October 2019

Visit to First Bus Bristol in the company of James Freeman. Coach departs from Portchester and Southampton Airport Parkway. Full details from Roger Watts, pay deposit to David Etheridge.

2019 Diary

4th October.

Robert Martin & Adrian Willats **'The NBC Years.'**

Robert and Adrian will split the evening between them, each looking back at their extensive travels around the UK during the NBC era.

1st November.

Guest speaker ~ **Chris Aston.**

Chris is known for his colour slide sales but also spent his life working in the bus industry including time at Southampton City Transport and Bournemouth Yellow Buses.

6th December.

The non-alcoholic Pub style quiz with chips!

To end the jubilee year we have a team quiz, maximum four per team. We would like to invite teams from other clubs or societies to join us.

There will be no answering questions in public and only the quiz master will see the answer papers. Only the top three teams will have their scores revealed. Points will make prizes.

The Chairman is arranging chips to go with the tea break!

Please extend an invitation to any non SOC members, clubs, societies, enthusiast or transport company employees you think might enjoy a bit of pre-Christmas fun.

2020

3rd January.

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

7th February.

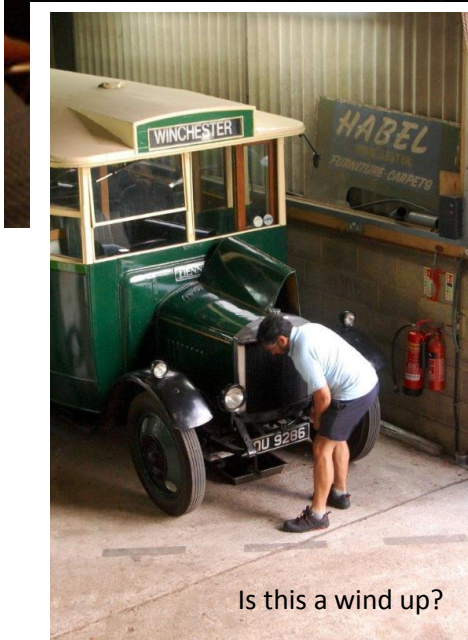
AGM and Photographic competition.

This space is available to advertise non-SOC bus and coach events.

'It was a very good evening'. Chris Drew snaps the SOC visit to FoKAB.



A right motley crew.



Is this a wind up?



You could always sell ice creams in its spare time.



This time next year.....



Nice pair



Someone who is still missed.



Another nice pair



it's abit dark in there. ..



that's better!



In 80 years time, this will be you,
if you're very lucky.



Winchester sunset.



Roger's pole dancing technique still
leaves a lot to be desired!

June 1905

Winchester is likely to serve as a centre for a large amount of omnibus traffic in the near future. Several routes are under consideration by a local syndicate. One is from Petersfield via Alresford and the picturesque valley of the Itchen, another is from St. Cross; and a third includes King's Worthy and Twyford.

30 YEARS AGO (First published in new sheet No.5 Sept/Oct 1978)

Following up Phil's excellent article in Buses we also note another H&D rebuild that of FRU 7 a Guy Arab 1 with Strachan L27/28R body which received 'the treatment' from Readings. New Bristol K6As for H&D were diverted to London Transport and remained there until Mar 1950. As a matter of interest a photo of one, HLJ25, appeared on the front cover of the very first Buses Illustrated in Nov/Dec 1949. Southdown meanwhile had reverted to taking a few more Guys - Arab 3s this time with NCME bodies of standard H28/26R format. One of these 502 was a little different from the rest - it had appeared at the 1948 Commercial Show to demonstrate Northern Counties patent ventilation system. A rather odd vehicle was disposed of by its second owner, Smiths of Shirley. This was a 1930 Guy B with a Southampton Corporation body. The whole batch of these Bs had been so treated - the last to be built by their original operators.

Thames Valley & Reading Running Day, Sunday 3 June 2018

– Adrian Willats reports..

Fellow SOC member Robert Martin and I travelled to Reading on a very warm and bright Sunday to support the running day organised by the Thames Valley & Great Western Omnibus Trust (TV&GWOT), based on the south (town) side of Reading railway station. Those of you who have not been to Reading for many years, (or not read by report of "Thames Valley 100" three years ago), would recognise very little of the approaches to the station as they knew it. Only the former station building (now a pub) and a section of the brick wall going away down Station Hill survive, together with the Railway Social Club. Even the "new" building between the taxi stands/car drop off area and the bottom of Station Hill is now quite a familiar part of the scene, for it bears the date "1994" and thus is nearly a quarter of a century old already!

Heading out of the station (we had travelled by train - an 'alien' concept I know to some of you "bussy" folk, but we like it!) we were immediately able to buy a programme (£7.00) for the day's activities. Nicely produced, it contained vehicle details, timetables and articles about Reading trolleybuses, Thames Valley buses and Horseman Coaches. As with "TV100" in 2015, some older buses were on static display, but whereas on that day they had been right outside the station entrance, this time they were on the lower level down towards the taxi area. On display were:

Reading trolleybus 181 (ERD 152), a 1950 three-axle Sunbeam S7/Park Royal.

Reading bus 47 (RD 7127), a 1935 AEC Regent/Park Royal.

GWR bus 1268 (YF 714), a 1927 Guy FBB/Vickers. *

Thames Valley bus 152 (MO 9324), a 1927 Tilling-Stevens B9A/Brush. *

(*) These two were also on display at the Thames Valley 100 event on 2.8.2015.

Various free services were being operated, over Reading Corporation trolleybus routes and Thames Valley bus routes - at least, as close to them as possible, given that it is 50 years in 2018 since, as the programme cover rather nicely puts it, "the last trolleybus departed..."

We took our first ride out to Whitley Wood (route 16) on Reading 4 (MRD 147), a 1956 AEC Regent III/Park Royal, one of the second batch of Regent IIIs for Reading Corporation. This has a 'lowbridge' side gangway layout upstairs - one or two present day passengers sadly not realising that the copious "MIND YOUR HEAD" signs were there for a very good reason....

Our second ride was to "Kentwood Circle" (route 18), courtesy of a very smartly turned out Bristol VR/Northern Counties. No. 38 (NDP 38R) was one of the final batch of 19 built for Reading. It was new in 1976 and is 14' 2" high.

Finally, and perhaps most 'in tune' with our status as some of the less elderly members of the SOC(!), we took a trip to Peppard Common (Unicorn pub) aboard Alder Valley 218 (KPA 369P), a Leyland National dating from 1975.





Thanks to all at TV&GWOT and all the vehicle owners, crews, programme sellers and everyone else involved for a most enjoyable day. Having arrived at about 11.00, we left on the 16.50 train after having three bus rides mixed in with several lunch stops and a great deal of photography!



As the London Transport FS class Ford Transits seem to feature in our meetings from time to time, I thought I would scan a print of one that I took at the Southsea Spectacular on 12 June 1988. Formerly FS8 (new to LT in September 1972), this one ended up with Emsworth & District. It had a Strachans B16F body.

Adrian Willats

March 1927

SOUTHAMPTON CORPORATION.

Report of Mr. P. J. Baker, the general manager and engineer of the tramways department of the Southampton Corporation, for the year ended March 31st, 1926, showed total revenue at £180,765. This figure constituted a record and was nearly £2,000 above the previous best return, which was obtained in the twelve months to March, 1921. The traffic receipts from the tramcars amounted to £162,853 and from the motorbuses £12,478, the latter being obtained from services run between the Clock Tower and Winchester Road and Bitterne and Woolston, each being five miles long. The operation of the tramcars showed a balance on the right side of 146,519 and that of the buses a surplus of £3,431, the amounts being carried to the respective net revenue accounts.

During the year under review the buses—the corporation had 11 such vehicles in March last—covered 210,437 miles and carried 1,291,895 passengers, whereas the trams ran 2,355,110 miles and carried 27,922,601 passengers; 92 trams were in stock at that time. The average receipts per mile from the buses was 14.7081, this figure being 3.914d. above the average outgoings per mile. The working of the tramways undertaking for the year resulted in a sum of £8,000 being contributed to the borough fund in aid of the rates, the total disbursement made in this direction being, up to March, 1926, £84,877.

The historical record of passenger transport in Southampton makes interesting reading. The first horse-drawn car run by the Southampton Tramways Co. was in May, 1879, and in June, 1898, the activities of this company were transferred to the local municipal authorities. The electrification of the tramways commenced a year later, and the first electric car service was instituted in January, 1900. The corporation's first bus route was opened in August, 1901, but the service was discontinued in the closing month of the same year. It was not until July, 1919, that buses were reintroduced into the borough, whilst the first one-man-controlled-type vehicle was commissioned in August, 1923.

Singapore Buses March 2019.

David Etheridge



SMB3582C a Alexander Dennis Enviro 500 from 2015 in the Tower Transit Fleet

Singapore is a city state with a land mass of 722 sq km, Isle of Wight is 380 sq km and Greater London 1569 sq km so Singapore could be considered to be twice the size of the Isle of Wight and half the size of Greater London. The population is 5.7 million, Greater London is 8.9 million and the Isle of Wight 0.15 million.

All transport within Singapore is controlled by the Land Transport Authority (LTA) and car ownership is fairly low at 12 cars per 100 population, Greater London is 30 cars per 100 population also Singapore has the advantage that very few vehicles enter from outside the city (Malaysia) unlike Greater London which has many vehicles entering from outside the city daily. The reason for the low car ownership is that a certificate of entitlement is required before you can purchase a new car, these cost S\$80,000 (£45,000) and last for ten years when the car can be scrapped or an extension of between four and seven can be applied for, if approved a further fee is required at a proportion of the current certificate of entitlement fee. At seventeen years old all cars, buses and trucks have to be scrapped, although a vintage vehicle certificate is available for vehicles over seventeen years old, these only allow very limited use and are free! There is a cheaper certificate of entitlement available but this limits use of the vehicle to 7pm to 7am Monday to Friday and all day Saturdays and Sundays and have red on white registration plates instead of white or silver on black for a standard vehicle. Also all cars need a card reader fixed to their windscreen with a pre-payment card inserted to pay electronic road pricing which takes a fee from the card when you pass under gantries across the road, these are positioned in areas where there is regular traffic congestion and display variable fees depending on the level of congestion at the time you pass under the gantry. Also there appears to be limited parking available in the City Centre and robust enforcement. This

leads to fairly low traffic congestion compared to other Far East cities. Overall cost of living in Singapore is comparable if not slightly higher than London.

To move the population around there is an extensive public transport network in Singapore with a substantive rail based Mass Rapid Transit (SMRT) system with five lines and 120 stations and there is a fleet of 5606 buses (London has around 8000 buses). Fares are the same for buses and the MRT and are graduated at \$0.83 (£0.47) for up to 3.2km rising to \$2.08 (£1.16) for over 40km with 39 fare bands in all. Most passengers use a prepayment card similar to the London Oyster card and you touch on and off the buses or in and out on at MRT stations. The travel cards can be purchased at the information offices at larger stations and bus stations for \$10 with \$5 on the card and can be topped up at machines at most MRT stations and bus stations, these take cash and credit cards are easy to use. Cash fares can be paid but these are twice the card fare.

Between 2004 when Trans Island Bus Services and SMRT (who also run the rail services) merged under the SMRT name and 2016 the buses in Singapore were operated by two companies, SMRT and SBS (Singapore bus services). In 2015 the LTA decided to introduce a tendering system which is similar to the Dutch system of tendering blocks of routes rather than the London system where individual routes are tendered. They also decided to introduce a standard livery of all over lime green and to purchase buses centrally. Two of the first tenders were won by new companies to Singapore, with Tower Transit from Australia taking on 29 routes in Western Singapore from 29th May 2016 and the Go-ahead group from the UK taking on 28 routes in Eastern Singapore from 4th September 2016. SBS won a later tender.

The allocation of buses as at March 2019 is –

SBS Transit = 3254. SMRT = 1471. Go-ahead = 424. Tower Transit = 367.
 SMRT Task Force 50 = 50. LTA storage = 40.
 SMRT Task Force 50 is a fleet of 50 buses on standby with its own pool of drivers ready to step in when there is any planned or unplanned disruption of the MRT rail services, all the 50 buses are in lime green and are under five years old.
 The 40 buses in LTA storage were all new in 2018 and are awaiting allocation to operators.

The Singapore bus fleet as at March 2019.

Single deck.

80 Mercedes Benz 0405G – Hispano Habit (2002-2004).
 20 Mercedes Benz 0405G – Volgren (2002).
 13 Volvo B10BLE CNG – Volgren (2002-2006).
 1 Volvo B7RLE – Soon Chow (2007).
 844 Scania K230UB – Gemlang (2007-2010).
 134 Mercedes Benz OG500LE – Gemlang (2008-2009).
 1 Scania K310UB – Gemlang (2010).
 1164 Mercedes Benz 0530 Citaro (2010-2017).
 735 Man NL323F Lion City Hybrid (2011-2017).
 40 Man NG323F Lion City CNG (2013-2015).
 92 Man NL323F Lion City (2018).
 40 Volvo B5LH – MCW Euora (2018).

Double deck.

50 Volvo B10TL – Volgren (2003).
 1 Volvo B10TL – Comfort Del Gro (2005).
 200 Volvo B9TL – Comfort Del Gro (2006).
 1606 Volvo B9TL – Wright Eclipse Gemini 2 (2010-2017).
 1 Volvo B9TL – Gemlang (2014).
 216 ADL Enviro 500MMC – ADL (2014-2017).
 367 Man ND323F Lion City DD (2014-2018).
 1 Volvo B8L – Wright Eclipse Gemini 3 (2017).

Body builder notes.

Volgren bodies were built in Australia, Gemlang bodies were built in Malaysia and Comfort Del Gro bodies were built in SBS's engineering works.

Below left: SBS8655J a Scania K230UB with Gemlang body from 2009 in SBS Transit Livery. Below right: SMB3608M a Alexander Dennis Enviro 500 from 2015 in SMRT Livery followed by a Man in the old SMRT livery.



Three single decks in the new SG Bus livery:



SBS6352X a Mercedes-Benz 0530 Citaro from 2013 in the Tower Transit Fleet.



SMB1616C a Man NL323F Lion City Hybrid from 2016 in the SMRT Fleet.



SG3023C a Volvo B5LH with MCV Evora body from 2018 in the SBS Transit Fleet.

Below left: SBS7366A a Volvo B9TL with Comfort Del Gro Engineering body from 2006. Below centre: SG5110X a Volvo B9TL with Wright Eclipse Gemini 2 body from 2016 in the Go Ahead Fleet. Below right: SG5972A a MAN ND323F - Lion City DD from 2018 in the SMRT Fleet.

Sargeants on parade. ~ Barry T.



In deepest Herefordshire, tucked in a valley more familiar to Celts and Romans than modern day travellers, lies Kington which is a small town of 3200 souls and home to Sargeants Coaches.

As befits an operator of many years standing, the depot is very traditional, sitting alongside a public footpath and sharing a vehicle right-of-way with caravans using the adjacent campground. A single storey office fronts the depot with a maintenance shed immediately behind, then a yard and at the bottom is a steam cleaning ramp and wash area.

This is the type of depot I love as it brings back fond memories. No paved areas, just rough hardcore surface in-between a selection of various size potholes which are filled with rain water and a mixture of diesel and oil, floating as if a flatten larva-lamp and hypnotic patterns gently drifting in the light breeze. Men in overalls that are coated in the grime of many days' labour are under well maintained vehicles, whilst others scrub and clean oblivious to the drenching they are receiving.

Small town operators with a loyal local staff are gradually becoming a rarity, may the survivors live long and prosper.



Left: R399 EOS, new to Parks, Hamilton (KSK 950) and YIL 1720, new to Armchair (N713 CYC), both Volvo B10M-62 with Van Hool Alizee C53F bodies parked adjacent to the maintenance shed. Centre: W408 UCJ Optare Excel L1180 B43F was delivered new and now resides at the bottom of the yard close to the steam cleaning ramp. Right: The two guard dogs keep watch over Y877 PWT an Optare Solo M920 C31F, purchased new in 2001.



Left: YJ58 CFG, Optare Tempo X1200 B43F, the ex Optare demonstrator, gets a scrubbing. Centre: YJ10 MHU Optare Solo M950 B31F originally delivered to Hatts in 2010 reverses out ready for the short two hundred yard drive into Kington bus station and the 13.10 departure on cross border route 461 to Llandrindod Wells. Right: FX03 ECC Mercedes Benz 1223L with Ferqei (Optare import) C39F body acquired from Hatts.

Buses & Model Railways Part 10

by Adrian Willats.



This time my images were taken at two one-day exhibitions, few of which I get to attend as they tend to be on Saturdays! Photos are from Rotarail, Fareham (28 April 2018) and the exhibition of the Association of Larger Scale Railway Modellers at Reading two weeks later on 12 May.



The Reading show only featured two buses - both "Sunstar" Bedfords!

Operator News



Airlynx

A public enquiry was held on 20th August 2019. Director: STEPHEN BROOKWELL - Consideration of disciplinary action under Section 17 (The Public Passenger Vehicles Act 1981) S28 - Consideration of disciplinary action under Section 28 (The Transport Act 1985).

Bluestar

New, AD E20Ds HF69 CMV/X/Y/Z, CAN/C/E/J . E40Ds HF69 CRU/K. *David Etheridge*

New route from Southampton Central Station to Thornhill via Woolston and Sholing. Service number 19, effective from 22 September 2019.

From Sunday 1st September, there were some changes to timetables to improve reliability and punctuality.

PH1121126/454 From North Harbour to Barton Peveril College via Wickham. No. 609 from 09 September 2019 College days only.

Bluestar Unilink Keith Lloyd reports...

Unilink has just put some information on its website about services changes which will operate from 23 September 2019.

U1

NOCS > City Centre > Portswood > Highfield Campus > Wessex Lane (U1W) > Southampton Airport (U1A) > Eastleigh (U1E)

Eastleigh > Southampton Airport > Wessex Lane > Highfield Campus > Portswood > City Centre > NOCS (U1C)

At present during M-F daytimes, northbound buses operate every 7/8 minutes with alternate journeys terminating at Wessex Lane (U1W) and the others continuing to Southampton Airport (U1A). From the above date all journeys at these times will run through to the Airport.

U2

Mayflower Halls > Avenue Campus > Highfield Campus - Chamberlain Halls (U2) - Bassett Green (U2B)

Bassett Green > Chamberlain Halls > Highfield Campus > near Avenue Campus > Mayflower Halls (U2C)

The service is to be rerouted. A list of deleted stops along Bassett Green Road, Stoneham Lane and part of Burgess Road appears on the operator's website. This makes no sense, since deleting just this section of route would leave northbound journeys ending at the top end of Lobelia Avenue and southbound journeys starting nowhere near that point. We are promised maps and timetable in due course, so I suggest you do not publish anything until clearer information is available. It would appear that part of Bassett Green will then lack any bus service, which will not go down well with residents of part of the Flower Estate.

U6

NOCS (late evening) > West Quay > Civic Centre > Royal South Hants Hospital > Portswood > Swaythling > Highfield Campus > Southampton General Hospital (U6H) Southampton General Hospital > Highfield Campus > Swaythling > Portswood > Royal South Hants Hospital > Civic Centre > West Quay > NOCS (U6C)

Also a single northbound journey on schooldays:

West Quay > Civic Centre > Royal South Hants Hospital > Portswood > Swaythling > Highfield Campus > Cantell School (U6)

The M-F daytime frequency increased from 20 minutes to 15 minutes.

Portsmouth City Council

A class B Clean Air Zone proposed by 2022.

Portsmouth City Coaches

R618 MNU was withdrawn c.8/19 *Alan Lambert*

QV Education Ltd

PH1136975/4 From Boundary Oak School to Whiteley, Lidl via Hamble and Bursledon. From 04 September 2019 Monday to Friday one AM and one PM journey.

Southdown

Ex Southdown, now classroom BUF 278C for sale £29995.

Wheeler's

PH1011572/33 From Southampton Parkway Railway Station to The Ageas Bowl. No.T20 Blast Bus. From 19 July 2019 on days when there is a "T20 Blast" home cricket fixture at the Ageas Bowl.

Xelabus

New, YJ56 LNA and YN56 LMX, BMC 200 B57F, ex First Bus. YN53 CFJ, Scania N94UD, East Lancs H51/39F, new Nottingham acquired from Centrebus.

The Hampshire Chronicle reported the landlord of the Barton Park depot had placed a 'notice of re-entry' on the premises. Gareth Blair confirmed the issue had been resolved.

Ex Xelabus Y851 GCD for sale on ebay £2999.99.

PH1098723/121 From Lakeside car park, Cosham to Clarence pier, Southsea. No.: F1 Limited Stop from 23 August 2019 until 26 August 2019. Special event non-stop service for a festival.

PH1098723/123 From The Hard interchange, Portsmouth to Clarence pier, Southsea. No.: X25 Limited Stop from 23 August 2019 until 26 August 2019. Non-stop special event bus service for a festival.

PH1098723/122 From Campsite, Farlington to Clarence pier, Southsea. No.: F2 Limited Stop from 23 August 2019 until 26 August 2019 festival bus service for special event.



ACQUIRED VEHICLES.

63370/2/3/4/5/81/83 Wrightbus StreetLite Max DF MicroHybrid B41F. First licenced 1/5/2016.

Fleet No.	Registration	Chassis	Body
63370	SL16 RAX	SA9DSRXXX16141269	AM736
63372	SL16 RBO	SA9DSRXXX16141271	AM738
63373	SL16 RBU	SA9DSRXXX16141272	AM739
63374	SL16 RBV	SA9DSRXXX16141273	AM740
63375	SL16 RBX	SA9DSRXXX16141274	AM741
63381	SL16 RCV	SA9DSRXXX16141280	AM747
63383	SL16 RCY	SA9DSRXXX16141282	AM749

New 5/16 in First UK Bus Urban Livery to First South Yorkshire Limited, Rotherham (later Doncaster), South

Yorkshire (63370, 63372, 63373, 63374, 63381, 63384). Acquired 11/8/19 by First Hampshire & Dorset Limited. Further information to follow.

ALLOCATIONS.

Fleet No.	Date	From	To
47666	13/8/19	Hoeford	Southampton
47669	13/8/19	Hoeford	Southampton
47671	13/8/19	Hoeford	Southampton
63370	11/8/19	Acquired	Hoeford
66372	11/8/19	Acquired	Hoeford
63373	11/8/19	Acquired	Hoeford
63374	11/8/19	Acquired	Hoeford
63381	11/8/19	Acquired	Hoeford
65017	13/8/19	Hoeford	Withdrawn

Bus Services

PH0006159/493 FIRST HAMPSHIRE & DORSET LIMITED, FIRST HAMPSHIRE & DORSET LTD, EMPRESS ROAD, SOUTHAMPTON, SO14 0JW From: Southampton City Centre To: Calmore, Blackwater Drive Via: Totton Name or No.: 1 / Service type: Normal Stopping Effective date: 22 September 2019 Other details: Daily, up to every 10 minutes.

Route and timetable changes, mostly minor, will affect services D1, D2, E1, E2, F2, SD4, SD5, SD7, 1, 2A, 3, 13, 14, 20 and 654 from week commencing Sunday 1/9/19. Full details to follow. *The News*, 20/8/2019.



There were what looked like two Wright Streetdeck Demonstrators parked on the scrappage row at First Southampton, one had a do not use sticker in the windscreen. The two buses were SL15 ZGP and SX17 HHC(?).

David Etheridge



Boomtown chaos for Stagecoach in Winchester, as a very busy Twitter feed shows.

#Winchester All services experiencing severe delays and cancellations due to @BoomtownFair traffic now coming through town, Mark.

6:41 am - 12 Aug 2019

#Winchester #ser64 diverting via the Worthies in both directions due to severe traffic on the A31 @BoomtownFair, Mark.

6:35 am - 12 Aug 2019

#Winchester #ser66 13.00 Winchester to Romsey and the 13.50 Romsey to Winchester will not be running due to severe traffic in Winchester, Mark.

4:32 am - 12 Aug 2019

#Winchester #ser64 11.50 Winchester to Alton and the 12.45 Alton to Winchester will not be running due to severe traffic on the A31, all services running approximately 30 minutes late, Mark.

4:02 am - 12 Aug 2019

GOODWOOD FESTIVAL 2019.

The annual Qatar Goodwood Festival, took place from Wednesday 30/7/19 to Saturday 3/8/19. Stagecoach (South) Limited operated the customary special service 900 linking Chichester Railway Station with Goodwood on all five days. At least the following buses were used on the Saturday.

<i>Fleet No.</i>	<i>Registration</i>	<i>Allocation</i>	<i>Note</i>
18081	WA04 CTX	Chichester	
18185	MX54 LPL	Aldershot	
18187	MX54 LPO	Aldershot	
18376	MX55 KRG	Aldershot	Hants & Surrey fleetnames
19055	MK56 FSE	Portsmouth	Stagecoach 30 livery
19158	NK07 NBA	Winchester	
19162	NK57 EUJ	Winchester	
19882	GX11 AKG	Chichester	South Downs livery

These were supplemented at least by the following buses on loan from other Stagecoach companies.

From South East London & Kent Bus Company Limited, Stephenson Street, Canning Town, Greater London, E16 4SA:

10141/2/3/4/8 Alexander Dennis E40D H41/24D

<i>Fleet No.</i>	<i>Registration</i>	<i>Chassis</i>	<i>Body</i>	<i>Date new</i>	<i>Note</i>
10141 [99041]	LX12 DFY	SFD1DSBRFCGXB6828	C401/3	6/12	London Red livery
10142 [99042]	LX12 DFZ	SFD1DSBRFCGXB6844	C401/4	6/12	London Red livery
10143 [99043]	LX12 DGE	SFD1DSBRFCGXB6824	C401/5	6/12	London Red livery
10144 [99044]	LX12 DGF	SFD1DSBRFCGXB6840	C401/6	6/12	London Red livery
10148 [99048]	LX12 DGT	SFD1DSBRFCGXB6845	C401/10	6/12	London Red livery

The tickets machines for this quintet from London indicated that they were given to them by Stagecoach (South) Limited. They are shown in square brackets in the table above.

From Cheltenham & Gloucester Omnibus Company Limited, 3d floor, 65 London Road, Cheltenham, Gloucestershire, GL1 3HF:

15763/4/5 Scania N230UD Alexander Dennis Enviro400 H45/27F

<i>Fleet No.</i>	<i>Registration</i>	<i>Chassis</i>	<i>Body</i>	<i>Date new</i>	<i>Note</i>
15763	VN61 FKN	SZAN4X20001876841	B424/25	11/11	Gold livery
15764	VN61 FJU	SZAN4X20001876842	B424/26	11/11	Gold livery
15765	VN61 FJV	SZAN4X20001876843	B424/27	1/12	Gold livery

Timetable changes...

King's City Spring - City Centre-Springvale - Minor changes; King's City 1 - Stanmore-City Centre-Winnall - Fewer evening services to Winnall; King's City 3 - City Centre-Harestock - Minor changes; King's City 4 - Highcliffe-City Centre-Teg Down - The 0829 from Teg Down is cut; King's City 5 - City Centre-Badger Farm - Minor changes; King's City 7 - City Centre-Sparsholt - Minor changes; 46/461 - Winchester-North Baddesley - Minor changes; 64 - Winchester-Alton - Minor changes; 66 - Winchester-Romsey - Revised times; 67 - Winchester-Petersfield - Minor changes; 69 - Winchester-Fareham - Evening service introduced three nights a week between Winchester and Waltham Chase; 85 - Winchester-Andover - Minor changes; 86 - Winchester-Whitchurch - Minor changes; 20 - The Hard-Havant - Route change around QA Hospital; 21 - The Hard-Havant - Minor changes; Stagecoach 23 - Southsea-Leigh Park - Saturday daytime frequency cut to 12 mins, Sunday daytimes increased to 15 mins; 30/31 - Havant-Hayling Island - Minor changes; 39 - Havant-Wecock Farm - Minor changes.

Allocations

Chichester (61); Trident 18502; Volvo B7TL 16931 16932 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)_Trident 18081. Heritage fleet 19913 19945.

Portsmouth (77); Trident 17740 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 18084, Dart SLF 34633. Paint shop float vehicle 34631. Tree Lopper Volvo Olympian 16527. Trainer 22742. Heritage fleet 32501. Awaiting Disposal 16934 22850 22851 22852 22855 22857 22858 22862.

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 (1)_Trident 18118. Trainers 20937 34632 52617.

Two from the David Lindsell Collection



NG1109 John Golding's preserved Reo Pullman C23D built 1931 formally named 'The Pride'.



DS 7422 1926 Morris 1 ton Country Bus (10seats), Chassis No 7484T, Body no unknown. Original owner unknown but believed to have been restored by J.Harris of Clanfield, Hants. Mr Harris father apparently acquired it sometime between WW1 & WW2, it laid in a barn until restored in late 1980's. It was entered in Southsea Gathering 6/86 by someone called Simpson who may not have been the owner. It was later reported at another rally (unknown) in 10/86 entrant not known, was in blue & cream livery lettered Horndean Private Hire Company. It then passed to Kenneth Darvell t/a Robert Darvell of Reading in the 1990's & attended rallies in the Reading area during the period 1994-7. Acquired by R Payne, Gt Sampford 6/00. Sold in auction November 2014 for £15200 hammer price to H Maskell & Sons, Wilstead, Bedfordshire. Any further information on this bus would be welcome. Date and location of the picture unknown.

Chester and Stoke-on-Trent in 2017 ~ Robert Martin



CX07CDO is a Arriva Wightbus Pulsar/VDL SB200 at Chester.



CX15BXR is a Arriva Enviro 400 in the Sapphire livery at Chester.



SN16OGP is a Aintree Coachline AD Enviro200 at Chester.



SN16OPK is a Stagecoach Dennis Enviro200 in Chester Park and Ride.



MX13AKZ is a Arriva Man 18.270 Ecocity Caetano Citygold at Chester.



TSV779 is a Stagecoach Optare Solo in Chester.



GK07NPY is a D.Jones and Son Optare Solo in Chester.



SL64JGU is a D and G Bus Dennis Enviro 200 ex South Lancs travel at Stoke-on Trent.