



FirstBus routes could be cut, one being the 21. Chris Drew



Editorial & Club News

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Autumn is upon us already and it has been a funny old year so far. We started with strong winds and plenty of rain, then came the heat and drought, we had jubilee celebrations and today as I write this, a state funeral. Change comes in such a short space of time. In the last editorial it looked as if all the large bus groups were about to fall into foreign hands, Portsmouth would receive exciting new Arrival buses and passengers were beginning to return.

The good news is: at least First Bus appears to have come to its senses and is holding off for a better takeover offer although they still seem intent in pushing through the management restructuring. Portsmouth will be getting new buses, but sadly more mundane Wrights. As for passenger numbers, it depends where you look.

On a recent visit to Edinburgh, in future to be known as Stinkyburgh, thanks to the binmen's strike, I found myself travelling aboard Lothian's impressive three axial Volvo/AD's with standing loads on services with ten-minute headway. However, when I look more locally the loadings seem to tell a different story. Around Winchester, loadings are still very light and the park & ride availability boards show at least 50% available parking spaces on most days, borne out by the dedicated buses running nearly empty outside the rush hours, if there is still such a thing. As for Bluestar 1, you almost feel sorry for the drivers as it must be a lonely occupation driving up and down between Southampton and Winchester with more tumbleweed than passengers on the streets. The soon to be introduced £2 fare might be the incentive travellers are looking for but operators need to run a reliable, as advertised service, and display levels of cleanliness we became accustomed to during the pandemic.

The other major story since the last news sheet is Xelabus, or should that be Xelagroup, expanding into Bournemouth after the sad demise of Yellow Buses. The operation appears to be based at Hurn Airport running a mixture of tendered services and school contracts. As you will read in the 'Operator News' there has been an influx of vehicles from the former Yellow Bus and CT Bus fleets, some coming via Ensignbus dealership, plus two new deckers. It will be interesting to see how this works out once the situation in Bournemouth settles down with Lucketts (National Express) and Go Ahead (more) also in the mix.

Finally, the first reminder for the 2023 photographic competition. Start looking for your best photo taken in 2022. I am looking for a lot more entries this year to make it a worthwhile competition.

Empress Road 7th September. David Etheridge



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

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Club News

August meeting had the title 'Now and Then' or as it turned out 'Then and almost Now'. Roger Watts entertained us in the first half with a selection of side-by-side views from around Portsmouth before venturing to Liss, Salisbury and Bristol. After tea Adrian Willats set off around the country with a set of slides, visiting Cardiff in the west and north to York.

It was good to see more members returning to Portchester after the recent enforced covid lockdown. (Barry T)

The September meeting consisted of Adrian, David and Chris showing us pictures of buses overseas, over bridges and over puddles. After David had fed and watered us Phil treated us to a trip abroad with Red Ensign, including a breakdown in which a Setra had a major engine failure. There was no time for Roger to show his views which he hopes to do as part of October's meeting. (Roger Watts)

Now and Then.



Clarence Pier

1967 R67257 RV 6360 Clarence Pier

Facing south-west

Clarence Pier LX60 DXB xxx22R 2022

2022/23 Diary

7th October: 'Portsmouth and District'. Photos of any form of transport operated in the Portsmouth area, all photos welcome. Roger Watts will do the first half of the evening with Portsmouth area coach operators.

4th November: Members evening 'Open toppers by the sea – but not always'.

2nd December: Yearly Quiz, based on BBC 2 Only Connect (watch it to understand the format). Play as a pair or individually, it will be fun!. S&DTHT will be invited and possibly other groups.

4th January 2023: Roger Watts New Year Address.

1st February 2023: AGM

MONDAY 10th MARCH 2023: Joint meeting with Southampton & District Transport Heritage Trust at Woolston.

If anyone has any suggestions for meetings please get in touch with James or Roger.

Roy Jetten – Same spot over the years, Eastney.



Route 81 running day. Chris Drew

The 12th of June 2022 was chosen by the powers that be at the London Bus Museum at Brooklands to celebrate the 110th anniversary of London General's takeover of route 81. The route which went from Hounslow to Windsor via Slough was thought of as a western extension of the District Line which run by the Underground Group. In 1963 the route was shortened to Slough and this is the same route that operates today. A free bus service was operated in addition to the TfL service (bit cheeky) which featured a range of types that have worked on the route plus some guest operators. The more modern preserved buses that don't comply with the London LEZ only worked from Colnbrook to outside the M25.

This is a selection of shots taken at the Langley roundabout where the A4 goes underneath the M25.



There are so many variations on how to preserve a Routemaster but RML 2440 will always get my vote.

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01) WVL1 Wrights bodied Volvo B7TL now in the care of the London Bus Museum at Brooklands. It was renovated at Eastleigh by Hants & Dorset trim. 03) M1069 passing the flag stating that you are welcome to Slough.....and you are! 04) Doing a turn on the Green Line 704, RF600 makes a memorable sight.



05) RMC1461 in its X15 livery on the 81C to Heathrow Central. 06) Working duty AV252 Falcon coaches Enviro 200 MMC is all looged up for the 436 route, once the preserve of RLHs.

Here is a summary of the routes worked on the day:-

Route 81 - Hounslow – Slough – Windsor - Running at least every 15 Minutes between 1000 and 1700; some journeys require a change of buses at Slough. **Route 81A** - Hounslow – Langley Ford Works – Four return journeys. **Route 81B** - Hounslow – Heathrow Airport Central – Running every 30-60 minutes. **Route 81C** - Heathrow Airport Central – Slough - Running every 30-60 minutes. **Route 237** - Shepherd's Bush – Hounslow - Route formerly numbered 81B; limited service. **Route A1** - Hounslow – Heathrow Airport Central Express – Two return journeys. **Route 484B** - Langley Ford Works – Slough – Windsor -Four return journeys, connecting with route 81A at Langley. **Route 704** – Hounslow – Slough – Windsor - Green Line service; running certain 81 journeys, serving all 81 stops

There were also additional historic vehicles which ran along the route but were not in service and couldn't display '81' on their blinds.



08) RTL1427, was hanger-on for the day.

“Buses & Model Railways – Part 27” by Adrian Willats.



All six photos to the left and above are from the exhibition at Alexandra Palace in March. Below are photos from Basingstoke, Bognor and Lymington exhibitions.



62° North – August 2022

The Faroe Islands

Barry T.



The Faroe Islands are a self-governing country of 18 islands, within the Kingdom of Denmark, set midway between Scotland and Iceland. The islands have a total population of 53,882 of which 22,878 live around the capital, Tórshavn on Streymoy island with the only other major conurbation being Klaksvík on Borðoy island with a population of 5,401.

Bus services are clearly defined by livery. Red is the Bussleiðin network which operates the free city services in Tórshavn, and blue (the Bygdaleiðir network) operates between towns and villages. There are also five buses painted yellow that operate the community network in Klaksvík. A small band of private coach operators provide tourist and private hire services, many of these coaches appearing in Bygdaleiðir livery for operating tendered services on behalf of Strandfaraskip Landsins (SSL) the public transportation company belonging to the Ministry of Finance.

In the capital, the Bussleiðin network consists of seven routes offering a comprehensive day-time service with limited evening and Sunday operations. Most bus stops have timetables and easy to read network maps. The Bygdaleiðir network is operated by a modern fleet of coaches and consists of 25 routes many with irregular timetables and route variations which make timetables difficult to understand. The network does however provide connectivity with feeder routes from smaller villages into the main road routes and links with the inter-island ferry services.

The road infrastructure is excellent and the system of road tunnels amazing, including the now famous 11km long Eysturoy tunnel featuring the world's first underwater roundabout complete with art installation and its own specially commissioned music.



Left: BUSS 1 operated by Poulsen Bussar of Toftir is a MAN Lion's coach. Heading out of Tórshavn on highway 10 having just departed the Smyrial terminal. Sitting atop the rock formation on the right is the Skansin fort and lighthouse.



Left: DS 053 Iveco Evadys of Landleiðin (Jón Thomasen). Standing at the Klaksvík terminus of Bygdaleiðir service 410, Fuglafjørður - Gøtudalur – Klaksvík, this is the Saturday/Sunday only 13.40 departure. The service feeds into connections at Gøtudali for onward journeys to Tórshavn using the 6.2km Nordoya tunnel.



Above: Gundurs Bussar operates the Tórshavn Bussleiðin on behalf of the Tórshavn municipality, the network having a PVR of 16 vehicles. AP 893 a Czech built SOR (SOR Libchavý spol. s r.o. Ltd.) BN model operating route 3. Photographed at the SMS shopping centre, the only edge-of-town shopping centre in the Faroe Islands.

Winchester February 1952

WINCHESTER, cathedral city, administrative centre of Hampshire and capital of England in the time of King Alfred, is one of the most difficult towns in Britain in which to operate buses. They are banned from the High Street, at the top of which stands the ancient arch of West Gate, and have to be turned at the King Alfred monument at the bottom.

In doing so, they have to skirt a car park which has been set up in the middle of the road. Vehicles travelling southwards and westwards have first to make a circuit of the north of the city and negotiate several difficult turns.

It is practically impossible to operate cross-city services and there are, in fact, only two. Vehicles engaged on them experience great difficulty in negotiating the staggered crossing at the junction of Southgate Street, High Street and Jewry Street, Jewry Street is so narrow at the vital point that there is barely space for two vehicles abreast.

All the city streets are narrow and, in the summer, the parked cars of sightseers and shoppers, coupled with heavy through holiday traffic from the north, east and west, create exceptional problems and play havoc with bus timetables. Recently, Mr. E. R. L. Fitzpaync, general manager of Glasgow Transport Department, said that parked cars and a public transport system could not exist side by side. If that observation is true of Glasgow, it is doubly true of Winchester.

The city council has ambitious plans to relieve congestion and is promoting a Bill in Parliament for that purpose, but they are unlikely to mature for many years. Whether all the traffic that passes through the city need do so is open to question. With suitable directions, road users on through journeys might be encouraged to by-pass it.

Winchester is situated in rolling agricultural country and is fairly hilly. It is mainly residential, although as the county town, it gives employment to many people in local government and the courts, and is a centre of cultural, professional and commercial activity. During the war, it was a reception area for Portsmouth and Southampton, and many of the people who were moved there have continued to live in Winchester.

Since the war, there has been extensive municipal housing development, which has created the need for additional bus services. The estate at Stanmore, on the south-west boundary of the city, has recently been extended and a new estate at Stoney Lane, to the north, is being built.

Winchester is also a scholastic centre to which children travel daily from the surrounding districts, this creates a special problem in bus operation, because school hours are not staggered and heavy traffic in schoolchildren aggravates peak loading at times when shops and offices are opening and closing.

It is against the background of these difficulties that local bus Operation is carried on. The city Services and some to neighbouring towns and villages are provided by an old-established independent operator, R. Chisnell and Sons, Ltd., running under the fleet name of King Alfred Motor Services.

The company's territory, which extends 25 miles to the north of Winchester, six miles to the south, four miles to the east and 15 miles to the west, is on the edge of an area intensively served with stage carriages by the State-owned Hants and Dorset Motor Services, Ltd. There is thus the unusual situation of an independent running all the city stage services in territory covered by a big undertaking. Wilts and Dorset Motor Services, Ltd., another concern controlled by the British Transport Commission, also stretches out an arm to Winchester from the west, and the Aldershot and District Traction Co., Ltd., an associate of BET., runs in from the east.

The Chisnell and Hants and Dorset organizations both began running stage services in Winchester at about the same time some 30 years ago, although the late Mr. R. Chisnell started public transport in 1915. Winchester was a main centre for troops during the 1914-18 war, and to meet the need for transport between the neighbouring camps and the city, Delaunay-Belleville cars were purchased and converted into 12-seat shooting brakes. These vehicles operated a regular service until 1919. In that year, coach tours were started with reconditioned R.A.F.-type Leylands with 28-seat char-a-bancs bodies.

The new housing estate at Stanmore saw the first-stage service to be run in 1921. In that year two-hourly services were also inaugurated to Shawford, Twyford and Flowerdown, reconditioned R.A.F. type Leylands with saloon bus bodies being used. During the years that followed, other services were started to Outer districts and the local services were consolidated.

The fleet now comprises 40 vehicles, of which 27 are buses and 13 coaches.

The 21 Leyland buses consist of 12 Titan double-deckers; and five Lion, three Tiger and one Leyland-M.C.W. Olympic single-deckers. The other buses are two Guy Arabs, two Albions and two Bedfords.

The eight Leyland coaches comprise five Tigers, two Comets and a new Royal Tiger underfloor-engined 39-seater with Burlingham body. The coach fleet is completed by three Albions and two Bedford-Duple Vistas.

Just as the war of 1914-18 created extra public demands, so the 1939-45 war has left permanent impressions on public transport in Winchester. A heavy increase in traffic caused double-deckers to be introduced by the Chisnell concern in 1941. Their presence in itself created more traffic and the business could not now be run economically without them. Some of the

latest Leyland double-deckers have folding doors and are thus completely acceptable for use by large private parties, even in the winter.

Thirteen stage-carriage routes, having a total mileage of 120, are operated. The length of the shortest is two miles and of the longest 24 miles. Frequencies vary between 10 minutes on local services and three to four hours on country routes.

The cross-city services mentioned earlier link the housing estates at Stanmore and Stoney Lane. They are worked with single-deckers because of the presence of two low bridges, although traffic would justify the employment of double-deckers.

There are three daily peaks, one inward from 7 a.m. to 9 a.m. another smaller one from noon to 2 p.m. and a third, outwards, from 4 p.m. to 6 p.m. The midday peak is two-way. At these periods every bus and crew are pressed into service. Like other operators, however, the company is short of staff.

Stage-carriage work comprises the bulk of the company's operations. Of the 4,653,603 passengers carried in the year ended April 1951, 4,584,282 travelled by bus over a distance of 996,905 miles. The load factor was thus 4.7 passengers per mile.

After offices and shops have closed in the evening, Winchester is "dead," but buses still have to run, which makes operation expensive. Nevertheless, fares have been raised only once since stage-carriage work began in 1921. The increase took effect in January, 1951.

On short town services, fares still average less than 1d. a mile. The minimum is 11d. and the maximum single fare (Winchester-Basingstoke) is 2s. 3d. The corresponding return is 3s.4d. There is no standard fare structure, because, like those of most bus companies, rates vary according to traffic density.

Weekly tickets (10journey five-day and 12-journey six-day) are issued. Ten-journey tickets are calculated at seven times the single fare and the 12-journey tickets at nine times the single fare. Scholars' season tickets are based on a similar principle, but the single fare is half the adult rate. The possibility of a second application for an increase in charges is being considered.

Bell Punch Ultimate ticket machines are used on the city services and the Bell Punch Automaticket machine on country routes. The Automaticket system employs pre-printed tickets in which the conductor writes the fare, a carbon copy being retained in the machine.

The 13 coaches are used on excursions and tours to 50 destinations and on contract work. In the year ended April, 1951, the vehicles ran 45,954 miles and carried 30,430 passengers on excursions and tours, and covered 40,671 miles with 38,891 passengers on private hire. Excursions and tours are run to seaside resorts as far east as Eastbourne and as far west as Weymouth, as well as to many inland places of interest.

Although Winchester is near the South Coast, it is not itself a holiday centre, and excursion traffic is drawn mainly from residents. Consequently, an application has been made to the South-eastern Licensing Authority for over 20 new destinations, so that much needed variety may be provided.

Headquarters administration is conducted economically with a staff of five, including the joint managing directors, Mr. R. E. Chisnell, who deals with traffic and commercial affairs, and Mr. F. C. Chisnell, who looks after the engineering side. There are three garages in Winchester a legacy of gradual development one of which houses mainly buses and another coaches. In addition, one vehicle is garaged at Stockbridge and another at Whitchurch.

The company's convenient size simplifies the routine of maintenance and no rigid scheme of attention by time or mileage is adopted. Vehicles are brought in for periodic inspection and, apart from crankshaft regrinding, all chassis overhauls are done in the workshops. There is no night work.

About 75 per cent, of the fleet consists of post-war vehicles, so that although the problem of depreciation causes anxiety, calls on the workshops are, at present, small. A bus is expected to last 12 years and all-metal bodywork, the first example of which was purchased in 1934, has been found to have a useful life of that period without requiring reconstruction. Body repairs are done locally or by Reading and Co., Ltd., Portsmouth, which has built many of the bodies of the coaches and of the single-deck buses. Repainting and revarnishing, by the brush method, are done in the Chisnell workshops.

Leylands with 7.4-litre engines, Mr. F. C. Chisnell told me, cover about 100,000 miles before requiring to be rebored and fitted with new pistons, and 200,000 miles before needing complete overhaul. Even at the larger mileage, no appreciable wear has been experienced on big-ends, and crankshafts have not reached the critical point. Larger mileages between overhauls are expected with the Leyland 9.8-litre engines, which the company prefers for their greater power and reduced rate of wear. There is little difference between the 7.4-litre and 9.8-litre units in fuel consumption.

The platform staff, who number nearly 100, are provided with smart dark-green uniforms comprising cap, jacket, trousers, overcoat and dust-coat. Some of the employees have 25-30 years service. Although it is a small organization, it has its own social club, and a well-equipped club room, with a licensed bar, has been provided by the management. R. Chisnell and Sons, Ltd., is one of the many family businesses which have pioneered road transport services in Great Britain and is distinguished in having resisted the process of absorption into a larger undertaking.



XelaGroup News

Xelabus has secured Yellow Coaches Ltd, the coaching subsidiary of Yellow Buses in Bournemouth, from its former Directors and shareholders. Yellow Buses has ceased operating, having entered administration on 29 July.

Xela Group is now the owner of the Yellow Coaches brand, but will not be taking on the operation's actual coaches. It was announced yesterday that National Express has bought the coach and engineering operations of Yellow Buses.

Gareth Blair, Owner & Managing Director of the Xela Group, said: "We are delighted to have secured a popular name in the Bournemouth and surrounding areas. We hope to continue building on the brand and secure further school, college and private hire contracts."

Simon Newport, former director and shareholder of Yellow Coaches, said: "It's fantastic that the Xela Group team have agreed to keep Yellow Coaches going in Bournemouth. I am

confident that the business will continue to provide school contracts and tenders across the conurbation to a high level. I think the future looks bright for Yellow Coaches."

Three AD E20D MMC ex CT Plus (Powell, Sheffield) still in livery. YX18 KNX-Y. Third one jammed in the middle to close to see registration plate.

For sale

Ex Seaview VDL SB4000/Berkhof ODL 678 for sale £2500.
Former Red Ensign Setra LIG 7177 (115 CLT) for sale £7900.

Services

PH1098723/138 From Lakeside Park and Ride Site to Southsea, South Parade Pier (South Parade) No. X28, limited stop. From 26 August 2022 until 28 August 2022, special event - Friday, Saturday and Sunday (26-28 August 2022),



Three of the Yellow Buses Volvo B9TL's with Wright Eclipse Gemini 2 bodies that Xelabus has acquired, GX09 ZZW, HF11 HCO, HF11 HCP. Photo Robert Winkworth.



YX18 CNY/Z AD E20D MMC B41F ex CT Plus and YX68 URE ex Powells Bus (CT Plus).

Monday 19th September 2022

As a result of the Public Holiday there were no services operating on the day for schools and local bus network.

Stop Press

New arrivals AD E40D's SK72 CWL/J. See back cover.



Ex Yellow Bus fleet in Barton Park. Robert Winkworth.

Xelabus Fleet List September 2022						
Fleet No.	Reg.	Chassis	Body	Depot	Livery	Other Registrations
301	HK21 YBX	Ford Transit	Ford Transit	Eastleigh	White	
401	G14 XEL	ADL Dart 8.9m	ADL Mini Pointer	Eastleigh	Xelabus	SN06 BRV, DC06 CLC
425	YY66 PDV	ADL E200 8.9m	ADL Enviro 200	Eastleigh	Abbeyfield	
426	YY66 PDX	ADL E200 8.9m	ADL Enviro 200	Eastleigh	Xelabus	
427	YY66 PDZ	ADL E200 8.9m	ADL Enviro 200	Eastleigh	Xelabus	
428	YY66 PED	ADL E200 8.9m	ADL Enviro 200	Eastleigh	Xelabus	
429	YY66 PFA	ADL E200 8.9m	ADL Enviro 200	Eastleigh	Xelabus	
430	YY66 PFO	ADL E200 8.9m	ADL Enviro 200	Eastleigh	Xelabus	
431	YY66 PFU	ADL E200 8.9m	ADL Enviro 200	Eastleigh	Xelabus	
432	YY66 PFV	ADL E200 8.9m	ADL Enviro 200	Bournemouth (loan)	Xelabus	
435	SN65 OHH	ADL E200 8.9m	ADL Enviro 200	Eastleigh	KES	
436	G7 XEL	ADL E200 10.8m	ADL Enviro 200	Bournemouth (loan)	Xelabus	YY67 HBE
437	G6 XEL	ADL E200 10.8m	ADL Enviro 200	Bournemouth (loan)	Xelabus	YX18 KUF
438	G5 XEL	ADL E200 10.8m	ADL Enviro 200	Bournemouth (loan)	Xelabus	YX18 KUG
440	SN60 CNU	Volvo B7RLE	Wright Eclipse 2	Eastleigh	Xelabus	
441	SN60 CNV	Volvo B7RLE	Wright Eclipse 2	Eastleigh	Xelabus	
442	G15 SSP	ADL E200 10.8m	ADL Enviro 200	Eastleigh	Science Park	YX68 UNY
450	G3 XEL	BMC Condor	BMC	Eastleigh	Xelabus	YJ56 LNA
521	FA06 AAU	ADL Trident 2	ELC Mylennium	Bournemouth (loan)	Xelabus	
522	FA06 AAV	ADL Trident 2	ELC Mylennium	Bournemouth (loan)	Xelabus	
523	FA06 AHL	ADL Trident 2	ELC Mylennium	Eastleigh	Xelabus	
524	FA06 AHD	ADL Trident 2	ELC Mylennium	Eastleigh	Xelabus	
525	T3 WSX	Transbus Trident 2	Transbus ALX400	Eastleigh	Xelabus	
526	K3 WSX	Transbus Trident 2	Transbus ALX400	Eastleigh	Xelabus	
527	R3 WSX	Transbus Trident 2	Transbus ALX400	Eastleigh	Xelabus	
528	G11 XEL	Transbus Trident 2	Transbus ALX400	Eastleigh	Xelabus	WU02 KVJ
529	G12 XEL	Dennis Trident 2	Alexander ALX400	Eastleigh	Xelabus	X388 NNO
539	G13 XEL	Transbus Trident 2	Transbus President	Eastleigh	Xelabus	SK52 OHB
543	J80 BPC	Transbus Trident 2	Transbus President	Eastleigh	Barton Peveril	SK52 OHA
544	J16 XEL	Volvo B5LH	Wrights Gemini 2	Eastleigh	Xelabus	DX61 EOM
545	J18 XEL	Volvo B5LH	Wrights Gemini 2	Eastleigh	Itchen College	DX61 EOO
546	J20 XEL	Volvo B5LH	Wrights Gemini 2	Eastleigh	Xelabus	DX61 EOP
547	J15 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN04 UJU
548	J17 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN04 UJV
549	J19 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN04 UJW
550	J7 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN05 WGD
551	L6 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN06 TGF, K7 YCC
552	L7 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN05 WGD
553	J8 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN05 WFF
554	J12 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN05 WFG
555	N123 KES	Scania N94UD	EL Omnidekka LWB	Eastleigh	KES	YU52 XVM
556	G15 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Itchen College	YU52 XVL
557	G17 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YV03 PZF
558	G20 XEL	Scania N94UD	EL Omnidekka LWB	Eastleigh	Xelabus	YN53 CFJ
601	LJ58 GCK	Volvo B9TL 6x2	Optare Olympus	Eastleigh	White	A15 VXH
602	G3 XCL	Volvo B9TL 6x2	Optare Olympus	Eastleigh	Xelacoach	PO59 KGG
603	TDL 856	Van Hool TD927	Van Hool	Eastleigh	Seaview	OU59 AVC, X77 SCG
604	XDL 696	Setra S417 GT-HD	Setra	IOW	Seaview	SIL 7025, FB06 OJD
605	PDL 298	Volvo B12R	Van Hool Alizee	Eastleigh	Seaview	WA09 AZC
608	G5 XCL	Mercedes Benz	MB Turismo	Eastleigh	Seaview	BL16 FZF
609	G4 XCL	Volvo B8R	Plaxton Panther	IOW	Seaview	YX67 USP
801	KP51 WAO	Volvo B7TL	Alexander ALX400	Eastleigh	White	
0401	KOW 909F	AEC Regent	Neepsend	Eastleigh	SCT	
	YX18 NKY	ADL E200 10.8m	ADL Enviro 200MMC	Unallocated	White	
	YX18 NKZ	ADL E200 10.8m	ADL Enviro 200MMC	Unallocated	White	
	YX68 URE	ADL E200 10.8m	ADL Enviro 200MMC	Unallocated	White	
	GX09 ZZS	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	GX09 ZZT	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	GX09 ZZU	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	GX09 ZZV	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	GX09 ZZW	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	HF11 HCO	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	HF11 HCF	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	HF11 HCU	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	HF11 HCV	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	HF11 HCX	Volvo B9TL	Wright Gemini 2	Unallocated	Yellow Buses	
	Y6 YEL	Mercedes Sprinter	MB	Unallocated	Yellow Buses	
	Y11 YEL	Mercedes Sprinter	MB	Unallocated	Yellow Buses	
	Y13 YEL	Mercedes Sprinter	MB	Unallocated	Yellow Buses	
	B9 YEL	Mercedes Sprinter	MB	Unallocated	Yellow Buses	
	C8 YEL	Mercedes Sprinter	MB	Unallocated	Yellow Buses	



OPERATOR NEWS

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

AC TRAVEL, Gosport.

In, August 2021. GP19 NTS (W24 ACT), Mercedes Benz 514CDi, EVM C19F.

ANGELA COACHES, Lowford.

New GX22 BWV, VDL SB4000, Beulas C49Ft.

BLUESTAR

Monday 19th September, buses ran a Sunday timetable with services paused between 10am and 1pm to allow drivers to watch the service, with some disruption to services until 2pm.

FIRST BUS supplied by Shaun Daniels.

32766 and 32093 withdrawn. 63432&33 (SV22 XMA/B) Hoeford to Hilsea. 63418 yet to enter service. 36100 winter storage at Hoeford for next year. 35209 withdrawn fire damage from Bournemouth air show.

First Bus has placed an order with Wrightbus for 193 battery-electric vehicles thanks to Zero Emission Bus Regional Areas (ZEBRA) bids in partnership with five local authorities in England.

The deal is worth £81m and it is for 173 GB Kite Electroliner BEV single-deckers and 20 StreetDeck Electroliner double-deckers. Of the 193 vehicles Portsmouth will receive 34. Route 2 back to every 10 minutes and 7c to be withdrawn with a couple of 7s in morning and afternoon via Southdowns college.

Monday 19th September Sunday timetable in operation.



33971 on X5. Shaun Daniels.

HAVANT COUNCIL

Havant Borough Councillor Phil Munday has raised objections to Hampshire County Council over the potential cancellation of the number 27 bus service. The bus runs from Rowlands Castle, through Havant town before heading towards Denvilles and finally Emsworth.

LUCKETTS

PH0005948 New operating centre: H Luckett & Co Ltd, Yeomans Way, Bournemouth, BH8 0BQ. New authorisation for 100 vehicles.

MARCHWOOD MOTORWAYS

Full fleet list now on the SOC website. *Graham Starke.*

MAYFLOWER, Hedge End.

Ex Reading YN05 GXO and YN06 NXW Scania L94UB/Wright Solar B43F now in the fleet.

PORTSMOUTH CITY COACHES supplied by Mike Elkin.

Mercedes Sprinter SF57 JSY & Scania Omnilink SP57 CNK (previously M400 ELK) to Hardwick, Barnsley 8/22

New to the fleet is M129 PRA, Volvo B10B, Northern Counties, ex Lawson Corby. This vehicle was new to Trent Buses as fleet number 129.

PRINCESS, West End.

New YN22 YJP, Scania K410EB6, Higer C59Ft.

STAGECOACH

Bus fares are set to rise for the second time this year, the increase will see some day tickets rise to as much as £5 per adult in some areas. From Thursday (September 1), bus fares will increase across the county for residents living in Andover, Basingstoke, Portsmouth, and Winchester. Adults will see their day ticket fare, which allows one day of unlimited travel, rise by around 30p whereas child tickets are set to increase by at least 10p.

Adult day rider tickets will rise from £4.70 to £4.90 per adult, and children will now pay £3.80 - up from £3.60 in Winchester and £4.40 to £4.70 per adult, children will rise from £3.70 to £3.90. in Portsmouth. In Winchester, residents purchasing the monthly ticket will have to pay £56.00 up from £51.20. Meanwhile in Portsmouth, the MegaRider Xtra ticket will rise from £57.40 to £65.00.



19882 rip screen for Queen. Shaun Daniels.

WHEELERS, Southampton.

New GB22 WTL, Scania K320IB4, Mobi C74F. Sold AE64 HFH to Skelto Coaches.

Solent Bus Network post Covid. David Etheridge

On the 23rd August 2022 the DfT announced that the Bus Recovery Grant which was due to end at the end of September would be extended until the end of March 2023 with up to £130 million allocated to cover this extension. It appears the payments will continue to the current format until the end of December 2022. For January to March 2023, it is intended to allocate payments to the areas that need it most. So, the suspected reduction in services as operations were to return to being fully commercial from October 2022 has now been put back to January or April 2023.

From the official DfT data bus usage outside London which was at around 75% of the pre pandemic level in mid-July dropped even further to around 65% during August but had bounced back to around 85% by mid-September when the schools had returned. Sundays show better recovery than the rest of the week with both 28th August and 18th September both showing growth from pre pandemic usage at 102%. Bus use in London was more stable, being just over 80% for the whole of the mid-July to mid-September period and the Tube remained at just over 70% for the whole period.

National Rail continued its recovery with the 85% of mid-July climbing to 90% mid-September on days when there were not strikes, although this could be because more people travelled on non-strike days due to not being able to travel on strike days,

Overall traffic levels have stabilised at around pre pandemic levels Monday to Friday and higher Saturdays (105%) and Sundays (110%). Cycling has had a good summer with around 50% growth on pre pandemic levels, but I suspect this will drop back to more normal levels now the colder weather and darker evenings are arriving, as it did last winter.

By monitoring web sites, Traveline and other information that came my way here is a list of changes to Solent area bus services from late August 2022 to mid-October 2022.

First Bus Portsmouth / Fareham.

2 The Hard – Paulsgrove: 04/09 Mon to Fri frequency increased from every 12min to every 10 min.

X4 Portsmouth – Southampton: 16/10 minor retiming Mon to Fri, up to ten minutes extra running time added Sat & Sun for reliability.

X5 Gosport – Southampton: 16/10 minor retiming Mon to Fri, up to eleven minutes extra running time added Sat & Sun for reliability.

7 Portsmouth – Wecock Farm: 04/09 service 7C journeys between the Hard and South Downs College withdrawn and replaced by diverted service 7 journeys College days. 16/10 minor retiming Mon to Fri peaks.

8 Southsea – Clanfield: 16/10 minor retiming Mon to Sun.

12 Tipnor – Fratton: 19/9 diverted via Stamshaw Road and Kingston Cres south bound and Twyford Ave north bound for three weeks while Gladys Avenue is closed.

18 Paulsgrove – South Parade Pier: 19/9 diverted via London Road for three weeks while Gladys Avenue is closed.

F1 Fareham – Highlands: 16/10 frequency reduced from 35min to hourly with the twenty journeys Mon to Sat reduced to nine Mon to Fri and four on a Saturday.

F2 Fareham – Highlands: 16/10 reduced from five journeys Mon to Fri to three, the Saturday service of four journeys withdrawn.

F3 Fareham – Portchester: 16/10 service withdrawn.

First Bus Southampton.

7 Southampton – Townhill Park: 21/8 rerouted in Portswood for fifteen weeks due to east bound closure of St Denys Road between Portswood Broadway and Thomas Lewis Way.

11/9 revised timetable with extra running time during the remainder of the works on St Denys Road for reliability.

8 Southampton – Hedge End: 04/09 retimed for reliability and start point in Southampton moved from Pound Tree Road to Vincent's Walk.

Go South Coast Bluestar.

1 Southampton – Winchester: 4/9 retimed for reliability and three pm journeys that operate via Winchester Rail Station to operate via normal route (am journeys to Winchester until 08.40 will still operate via Rail Station).

2 Southampton – Fair Oak: 4/9 retimed for reliability.

3 Southampton – Eastleigh: 5/9 Mon to Sat last journey from Southampton put back five minutes to 21.15.

4 Southampton – Romsey: 4/9 retimed for reliability.

5 Romsey – Boyatt Wood: 5/9 retimed for reliability, 5A journeys from/to Wellow withdrawn and early and late positioning journeys withdrawn.

8 Southampton – Calshot: 5/9 revised timings to interwork with other services.

9 Southampton – Langley / Fawley: 4/9 retimed for reliability.

11/12 Southampton – Calmore / West Totton: 4/9 Mon to Sat frequency increased from every 15min to every 10min with half hour earlier service start on Saturdays.

16 Southampton – Townhill Park: 4/9 retimed for reliability.

17 Weston – Adanac Park: 5/9 = withdrawal of short journeys between Lordshill and Brownhill Way and minor rerouting at Adanac Park to serve new NHS car park.

18 Hightown – Millbrook: 4/9 retimed for reliability.

Go South Coast Unilink.

U1 NOC – Southampton Airport: 25/9 retimed for reliability.

U1N City Centre – Eastleigh Fri/Sat night bus: 25/9 retimed for reliability.

U2 Mayflower Halls – Bencroft: 25/9 retimed for reliability and Mon to Fri term time reduced from every 10min to every 12min.

U6 Southampton – Alderbrook: 25/9 retimed for reliability.

U9 Townhill Park – General Hospital: 25/9 retimed for reliability and reduced from two to one am journey, pm remains one journey.

Go South Coast morebus.

38 Ringwood – Ferndown: 19/9 to revert to normal timetable at end of A31 roadworks with Mon to Fri increased from four to five journeys.

X3 Salisbury – Ringwood – Bournemouth: 19/9 retimed for reliability.

X6 Poole – Ringwood – Bournemouth: 19/9 Poole to Ringwood section increased in frequency to hourly Mon to Sat and diverted to serve Bearwood. Sunday service extended from Ferndown to Poole. Ringwood to Bournemouth section reduced in frequency Mon to Sat (mirrors X3 between these points).

National Express as at 21st September 2022.

030 Fareham – Portsmouth – Victoria: 8 to 10 journeys daily.

032 Southampton – Victoria: 14 to 16 journeys daily, one back started at Salisbury.

035 Poole – Bournemouth – Victoria: 15 to 17 journeys daily, two back started at Weymouth and one at Swanage.

160 Bournemouth – Oxford – Birmingham: 2 journeys daily.

203 Portsmouth – Fareham – Southampton – Heathrow: 5 journeys daily.

204 Poole – Bournemouth – Southampton – Heathrow: 5 journeys daily.

205 Poole – Bournemouth – Heathrow – Gatwick: 5 journeys daily.

Southampton Mini Link.

C Eastleigh – Chandlers Ford: 5/9 new service Monday to Friday six journeys – two hourly.

Stagecoach Andover.

13/13A Andover – Picket Piece: 4/9 revised route at Picket Piece to serve Locksbridge Road and minor retiming for school journey reliability.

P20 Andover – Picket Twenty: 4/9 am school journey retimed for reliability.

76 Andover – Basingstoke: 4/9 minor retiming for reliability and revised school requirements

C5 Andover – The Chutes: 4/9 rerouted to additionally serve Chute Forest.

Stagecoach Havant & Chichester.

20 Havant – The Hard: 04/9 rerouted via Southwick Hill Road, Nightingale Avenue, Pasteur Road and Southampton Road in QA Hospital area.

37 Havant – Petersfield: 04/9 minor retiming for revised Petersfield School times and 08.46 from Clanfield will back start from Petersfield with extra running time.

38 Petersfield – Alton: 04/9 minor pm retiming for revised Alton College requirements.

Stagecoach Winchester.

1 Stanmore – Winnall: 4/9 to return to pre 24/7 timetable with slight reduction early morning and late evening.

3 Winchester – Harestock: 4/9 to return to pre 24/7 timetable with slight reduction late evening.

4 Highcliffe – Teg Down: 4/9 to return to pre 24/7 timetable.

5 Winchester – Badger Farm: 4/9 to return to pre 24/7 timetable (return to every 15min).

7 Winchester – Sparsholt: 4/9 return to pre 24/7 timetable with first journey later and some retiming for revised Sparsholt College requirements.

9 Alton Town service: 4/9 minor retiming.

46/461 Winchester – North Baddesley: 4/9 retimed for revised College requirements.

64 Winchester – Alton: 4/9 return to pre 24/7 timetable with some retiming for revised College requirements.

66 Winchester – Romsey: 4/9 return to pre 24/7 timetable with some retiming for revised College requirements.

67 Winchester – Petersfield: 4/9 retimed for revised school requirements.

68 Salisbury – Winchester: 4/9 retimed for revised College requirements.

69 Winchester – Fareham: 4/9 return to pre 24/7 timetable with reduction early morning and late evening.

85 Winchester – Andover: 4/9 retimed for revised College requirements with last journey withdrawn.

86 Winchester – Whitchurch: 4/9 return to pre 24/7 timetable with retiming for revised College requirements and last journey to change to an 85 at Bullington Cross and continue to Andover.

Spring Winchester – Springvale: 4/9 return to pre 24/7 timetable with slight reduction early morning and late evening.

Xelabus.

X4 Eastleigh – Hedge End: 5/9 Route extended to Velmore new hourly Mon to Sat timetable.

X6/X7 Eastleigh – Hittingbury: 4/9 service withdrawn.

X8 Eastleigh – Boyatt Wood: 30/8 service withdrawn.

X9 Eastleigh – Bishops Waltham: 5/9 reduced to two hourly Mon to Fri, Sat service and extension to Barton Peveril College withdrawn.

X10 Bishops Waltham – Southampton: 5/9 reduced to two hourly Mon to Fri, Sat service withdrawn.

X15 Eastleigh – Hamble: 3/9 service withdrawn.

X17 Eastleigh – Petersfield: 1/9 service withdrawn.

X28 Lakeside P&R – South Parade Pier: 26/8 to 28/8 for Victorious Festival every 15min.

Coaches of the season.



Two coaches seen at out of the way places in the last couple of months.

Crosville AFM 103G a Bristol RELH6G with ECW body seen on the outskirts of Cheriton on 17th July.



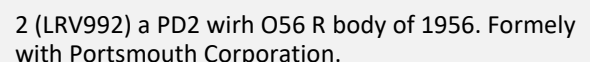
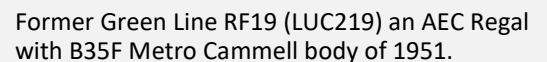
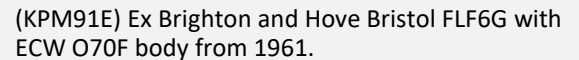
Pewsey Vale PE63 CSO a MAN with a Beulas Spica C body at the remote Gore Interchange on Salisbury Plain on 20th August.

David

These are short pieces of personal recollections from my time at 226 Portwood Road. I have always had a terrible memory for names, so if any reader would like to fill in the gaps or add to the recollection, I'm more than happy to print the information. Barry T.

Phil Savin believes he may have found the answer to the owner of the charabanc that appeared in the last news sheet.

**ALTON BUS RALLY AND RUNNING DAY -
ANSTEY ROAD 17 JULY 2022. David Lindsell**





Xelabus SK72 CWJ/L at the depot. Phil Savin

CWL parked in Hill Lane, operating a King Edward's school contract. Graham Starke.