

Bygone Buses

of
NORTHAMPTONSHIRE

NN-JE2

Part 3: 1980 - 1989

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JEFFS' COACHES

Station Yard

HELMDON

Part 1 of this account of Jeffs' Coaches detailed the rapid growth of this enterprising firm from a single coach to nineteen vehicles during the course of the 1960s. Being situated in rural West Northamptonshire the scope for organic growth was limited and so the 1970s, described in Part 2, was more a period of consolidation than growth — that is until 1979 when the business of Basford's Coaches Ltd was acquired along with ten vehicles bringing the fleet total to 34 at the end of 1979. This third part of the Jeffs' saga looks at the 1980s when after a further period of limited organic growth the firm went on the acquisition trail again, scooping up another three operators within Jeffs' ever enlarging catchment area.

The first quarter of 1980 saw the arrival of an impressive fleet of ten new coaches registered NBD 302 to 311V comprising a Mercedes-Benz L508D Reeve Burgess bodied eighteen seat minibus; a Volvo B58 Duple Dominant II bodied fifty-seat coach and an array of eight fifty-three seat Bedford YMTs which also carried Duple Dominant II coachwork. A further Volvo B58 was taken into stock in July 1980 when PBD 776V



NBD 306V was one of eight Bedford YMTs equipped with Duple Dominant II fifty-three seat coachwork to enter Jeffs' fleet in 1980. In this instance NBD 306V is resting in Victoria Street, Northampton.

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Torestyn" 101 Broadway East, Northampton NN3 2PP, who would be pleased to be advised of any additional information relating to the above operator. The records of the PSV Circle and the Omnibus Society have been consulted extensively for this series and acknowledgement and thanks are due to these organisations.

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arrived mounted with a Jonckheere Bermuda body. Some coaches were legally owned by Jeffs' Coaches and some by Basford's Coaches Ltd but as in the future all Jeffs' operating depots and companies interworked and shared facilities it is not intended to separate the legal ownership but to regard all vehicles as "Jeffs' Coaches". This policy will continue to apply as further operators are taken into the Jeffs' fold.



Two of the 1980 batch of Duple Dominant II bodied Bedford YMTs were allocated to the Basford's Greens Norton depot and these were NBD 310/1V. In this photograph NBD 311V stands at this depot yard leased by Jeffs' Coaches.

Although eleven new vehicles were added to the rolling stock during 1980 thirteen others were removed. These comprised a couple of Ford Transit minibuses, a pair of Volvo B58s, a Leyland Leopard, four Bedfords and the four oldest coaches acquired with the Basford's business.

From Part 2 of this paper it may be recalled that Basford's Coaches operated two local stage-carriage services, one from Greens Norton to Northampton on Mondays to Saturdays and the other from Greens Norton to Wolverton on Fridays only. As John Jeffs saw his future laying more with the provision of British and Continental tours and quality

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This handsome Jonckheere Bermuda bodied Volvo B58-61 was photographed prior to registration but it soon became PBD 776V, the first of many Jonckheere bodied coaches in the Jeffs' fleet. (Photo courtesy Volvo Bus (GB) Ltd)

private hires he did not really wish to retain his stage-carriage operations which probably consumed more valuable management time than the services were worth. Accordingly an approach was made to United Counties in 1979 for the latter company to take over both Basford's stage services and those from Helmdon to Northampton and Banbury that Jeffs' had operated for some time. United Counties offered to buy the Goodwill of the routes in July 1979 but no progress was made until 1980 when the Company paid £600 for the Goodwill of the two Basford's services only. United Counties should have taken over the operations from 30th August 1980 but unfortunately the Company's Northampton Depot roadstaff commenced a three-week strike at this juncture which left the former Basford's passengers without their usual transport. This was certainly not the outcome that either United Counties or Jeffs' Coaches wished to see.

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Contract operations provided a very useful source of income for Jeffs' Coaches and in December 1981 Jeffs' Coaches applied to the Traffic Commissioners for a Road Service Licence to operate a weekday route from Thornborough to Bicester C.O.D. carrying employees of the depot only, which was duly granted from 8th December 1981 and continued until the end of 1983.

It will be noted from the above that the Volvo B58 bought new by Jeffs' in July 1980 was equipped with Jonckheere Bermuda coachwork. Whilst it is not directly relevant to the Jeffs' Coaches history it is interesting to digress and consider another activity in which John Jeffs was engaged. John had visited Jonckheere's factory in Belgium with a party to view the works and to inspect the products. Whilst there at a dinner given by the Belgian coachbuilder John happened to sit on the same table as Mr Jonckheere Senior, where conversations ensued that revealed that Jonckheere's wished to enhance the export of their products to the United Kingdom but needed an agency to do so. John Jeffs said he would provide that agency and the two men shook hands on it and a deal was struck.

The venture was jointly financed and a substantial loan made to John Jeffs by Jonckheere to set up the sales outlet. John Jeffs inaugurated a company on 30th May 1980 called Roeselare Sales Ltd (1499252), Roeselare being the name of the Belgian town in which Jonckheere's factory was situated. Suitable premises were found in Northampton and Alan Wilson was appointed Sales Manager. Thereafter sales of Jonckheere coachwork took off rapidly with a throughput of one hundred vehicles being achieved in the second year. Unfortunately it would appear that the allowances being made on coaches taken in part exchange were too generous and thereafter difficult to resell at a profit. Another unfortunate occurrence was the ill-health of Mr Jonckheere who, after being taken ill, was replaced by his son who on seeing the number of coaches being sold in the UK decided to abandon Roeselare and establish a direct sales organisation, to which most of Roeselare's staff transferred. Jonckheere's recalled the loan made to John Jeffs and the many used coaches filling Roeselare's yard had to be sold at uneconomic prices. Roeselare finally closed its operational premises in Northampton towards the end of 1985. This disaster could easily have bankrupted John Jeffs, but it didn't, and Roeselare Sales Ltd was dissolved on 8th October 1989.

With Jeffs' association with Roeselare Sales Ltd in the early 1980s it was not surprising that between 1981 and 1983 all new coaches should be bodied by Jonckheere, supplied through Roeselare Sales Ltd.

For delivery during 1981 six Volvo B10M-61 chassis were ordered, each equipped with Jonckheere Bermuda bodies with several different seating arrangements according to the work they were intended to perform. The first five arrived in April or May 1981 and were registered XNV 140/2-5W. Presumably the vehicle intended to be registered XNV 141W was delayed until August 1981 when it became BBD 851X when licensed in September. These six new vehicles saw the withdrawal of only two older models - HNM 645F, a Leyland Leopard and ERP 2T, a Bristol LHS6L.

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XNV 145W was a 1981 Volvo B10M-61 mounted with a fifty-three seat Jonckheere Bermuda body. Although very well appointed internally, the rather forbidding front end was probably not as pleasing as some of Jonckheere's later designs.



The last of the six Jonckheere Bermuda bodied Volvos to arrive in 1981 was BBD 851X, seen here later in life at Helmdon Depot.

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In March 1981 Basford's Coaches opened a travel office in St Giles Street, Northampton at Spencer House and advised the public by means of an advertisement which was placed in the Northampton Chronicle & Echo. It is not known for how long this facility was retained.

The 1982 new vehicle intake comprised just three new coaches - two more Volvos with Jonckheere Bermuda bodies which took the registrations DVV 528/9X and a Mercedes-Benz 0303/15 which came with a Jubilee P50 body and the registration DVV 531X.



The DVV registered coaches bought in 1982 started life with non-standard liveries as shown in this picture of DVV 529X with rainbow striped paintwork on its lower panels. This was a Volvo B10M-61 with Jonckheere Bermuda coachwork and its sister vehicle DVV 528X sported three shades of blue.

(Photo courtesy P Cross).

Jonckheere Bermuda bodied Volvo B10M registered DVV 529X in May 1982 spent from April 1987 until its demise following an accident in December 1995 carrying the registration 382 PCV. It still looked very smart when photographed in April 1992.



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Unfortunately not a lot of the Jonckheere bodied Mercedes-Benz DVV 531X can be seen in this snowy European view but again it is clear that a non-standard livery has been applied to the coach.

(Photo courtesy P Cross).

The intake of three front-line coaches in 1982 was matched by the withdrawal of three older machines when Bedford SB5 - FPT 874C - was sold for use as a car transporter and Leyland Leopards HNM 644F and ERP 20T moved on to serve with other coach operators.



Moving swiftly on to 1983, two Mercedes-Benz 0303/15R models and two Volvo B10M-61 chassis were ordered and all four fitted with Jonckheere Jubilee P50 coachwork seating either forty-nine or fifty-one passengers. The two Mercedes were allocated the "cherished" registration numbers 472 GXM and 448 DAE whilst the two Volvos collected the registration plates NNV 606/7Y. These coaches were all additional vehicles which raised the fleet strength to forty machines.

Just the front end of 448 DAE can be seen in this snapshot of the Jonckheere Jubilee P50 bodied Mercedes-Benz 0303/15. (Photo courtesy P Cross).

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The Jonckheere Jubilee P50 was much more pleasing to the eye than the Bermuda model that preceded it. In this instance the Volvo B10M-61 registered NNV 607Y was twenty years old when photographed at Helmdon and still looks immaculate.

In February 1983 when Jeffs' licence to operate its Towcester to Banbury service on Thursdays was due for renewal the terminals of the route were amended to operate between Helmdon and Banbury only.

The year 1984 saw the arrival of another four Volvo B10M-61 coaches and a Mercedes-Benz 0303/15 all equipped with Jonckheere Jubilee P50 bodywork again with a variety of seating arrangements according to their intended use. The Volvos were registered A591 - 594 XRP in May and the Mercedes became A126 SNH in July 1984. These five new machines caused the demise of Leyland Leopard ERP 18T and the former Basford's Volvos RNV 2M and HVV 88N, so overall the Jeffs' fleet grew by two vehicles to total forty-two.

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When new this Volvo B10M-61 with Jonckheere Jubilee P50 coachwork was registered A592 XRP but was allocated its XWG 254 mark in March 1985. It was parked at Westbury when this picture was taken.

*Jeffs' Coaches were noted for their Continental holidays and tours and in this wintry scene, in a red and yellow livery for Crystal Holidays, is Mercedes-Benz A126 SNH mounted with a Jubilee P50 body by Jonckheere.
(Photo courtesy P Cross).*



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In November 1984 Jeffs' applied to the Traffic Commissioners for three new Excursions & Tours licences starting from Brackley, Market Place; Towcester, Brackley Road and Banbury, Horsefair. By this time there was little point in other operators objecting to such applications and the Traffic Commissioners duly granted the appropriate licences in February 1985.

It was indicated in Part 2 of this history of Jeffs' Coaches that Ken Jeffs held a senior position in the toy manufacturing firm of Mettoy-Playcraft Ltd which included the Corgi range of models. Unfortunately this firm was in receivership at the end of October 1983 which ended Ken's association with the company. This in turn freed Ken to join Jeffs' Coaches in a full-time capacity at a time when John Jeffs was very much involved with Roeselare Sales Ltd. Not long afterwards John and Ken entered a new Partnership Agreement on 1st March 1985 which formally confirmed John's 75% share of the business and Ken's 25% share.

The year 1985 was an uneventful one in terms of vehicle acquisition but nonetheless interesting as in February of that year a Jonckheere Piccolo bodied Quest 80C seating thirty-seven passengers and registered B503 CBD entered the fleet. Unfortunately the Author has no photograph of it to illustrate this work. The second coach was acquired in October 1985 when Volvo B10M-61 registered MRP 839Y and fitted with a Jonckheere Jubilee P90 body was taken into stock. The previous operator of this coach was Wright of Isleworth who had no doubt traded it in to Roeselare Sales Ltd in part exchange for a new model. With the demise of Roeselare no more Jonckheere bodied vehicles were acquired by Jeffs Coaches during the decade. The Quest B503 CBD was apparently not a great success and was retained for only six months before passing to a London operator. Also departing from the Jeffs' fleet during 1985 was the Volvo B58-61 registered NBD 303V. At the end of the year Jeffs' Coaches hired a Bova Europa coach registered XAY 519X from a dealer and later purchased it in April 1987.

The main event of 1986 occurred on 3rd June when Jeffs' Coaches purchased the Buckingham based coach operator Payne's Coaches & Car Hire Ltd (1303491). Charles James Payne had started the business now based at 27 High Street, Buckingham in the 1920s and it had gradually grown and developed since that date. In the early 1960s Charles Payne handed over control of the business to his daughter Rosemary Williams and the limited company Payne's Coaches & Hire Car Ltd was incorporated on 18th March 1977 with a nominal capital of £100 divided into 100 Shares of £1 each. Rosemary Williams was allotted 98 Shares, John Williams 1 Share and Paul Williams 1 Share. From 3rd June 1986 John and Ken Jeffs were appointed Directors and Rosemary Williams remained on the Board until 25th April 1989. John Jeffs held 75 of the Shares and Ken 25 Shares.

With Payne's Coaches & Car Hire Ltd came a dozen coaches ranging in age from two to sixteen years. This fleet comprised a minibus, two midibuses, one 45-seater and eight 53-seat coaches. Seven were Fords and five were Bedfords with coachwork by Caetano, Duple, Moseley and Plaxton.

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The former Payne's Ford R1114 with Plaxton Supreme III coachwork registered XYG 909S gave Jeffs' over ten years service.



WRP 643W was a twenty-five seater Moseley Faro III bodied Ford A0609 some five years old when acquired from Payne's, but it continued in service for another eight years.

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A rear view of Ford/Moseley WRP 643W.



FDU 6T was new in 1979 and this Plaxton Supreme IV bodied Bedford YMT is seen here at Buckingham Bus Station.

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John and Ken Jeffs were not interested in the car hire aspect of Payne's business and it was agreed that Rosemary William's husband - Steve Heywood - would continue Buckingham Taxis from his home address. Rosemary Williams had a five year service contract with Jeffs' to ensure the business ran smoothly on transfer to Jeffs' ownership although in practise she ceased to be a Director on 25th April 1989.

Arrangements were made for the garage and yard at 27 High Street, Buckingham to be rented from Payne's Coaches as also was the travel office previously used by the company under Rosemary Williams' ownership. The firm employed four full-time and three part-time drivers, a mechanic and three office staff.

Payne's Coaches & Car Hire Ltd operated a number of Schools and Works contracts as follows:-

- Buckingham to Brackley (3 coaches).
- Buckingham to Bletchley College.
- Dadford and Chackmere to Buckingham.
- Leckhampstead and Maids Moreton to Buckingham.
- Lillingstone Lovell and Akeley to Buckingham.
- Mursley, Swanbourne and Winslow to Akeley Wood School.
- Padbury and Adstock to Buckingham.
- Swanbourne, Mursley and Little Horwood to Buckingham.
- Whaddon, Nash and Thornborough to Buckingham.

- Old Stratford, Deanshanger, Wicken, Leckhampstead and Maids Moreton to Buckingham Wipac Factory.
- Brackley, Westbury and Buckingham to Buckingham Wipac Factory.
- Buckingham, Maids Moreton, Akeley, Whittlebury and Silverstone to Towcester, Plessey Factory.

Jeffs' Coaches bought no new vehicles in 1986 but acquired twelve used vehicles from Payne's as described above, although one of Payne's Bedford coaches registered XJX 909R was withdrawn at the end of the year when the Jeffs' fleet strength had risen to 53 vehicles.

John and Ken Jeffs were again on the acquisition trail early in 1987. Silverline Travel Ltd (1709249) had been incorporated on 24th March 1983 although its predecessors' history went back further. It had an authorised capital of £10,000 divided into 10,000 Shares of £1 each of which 200 had been allotted - 100 to Malcolm Crookston of Middleton Cheney and 100 to James Goode of Banbury. The Company was by 1987 operating four coaches from Main Road Garage, Middleton Cheney. It was not in a good financial state and agreement was reached between the vendors and John and Ken Jeffs for the latter to acquire the Company. James Goode's 100 Shares were transferred to John Jeffs on the completion date of 31st March 1987 and Malcolm Crookston's 100 Shares were transferred 50 to John Jeffs and 50 to Ken Jeffs. On the same date John and Ken transferred some of their Shares to their respective children.

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With the Silverline business came three Bedford coaches and a Mercedes-Benz midibus. The oldest coach dating from 1973 was VXE 347L which was a Duple Dominant bodied Bedford YRT. Some four years younger was XAG 599S which was a Plaxton Supreme bodied Bedford YMT. The third Bedford was a two-year-old YNV with Caetano Algarve bodywork registered B468 YUR whilst the baby of the fleet at just a year old was C151 TFA, a twenty-one seater Mercedes-Benz L608D with a Coachcraft body.

Mention has already been made that in December 1986 Jeffs' hired a Bova Europa coach from a dealer and in April 1987 they decided to purchase it outright. Also in April Jeffs' Coaches acquired a second-hand Plaxton Supreme IV bodied Leyland Leopard formerly in the hands of Wallace Arnold Tours at Paignton. This was registered 120 YFK and it was joined a couple of months later by another former Wallace Arnold coach from the same original batch. The registration MNK 349 was carried by this vehicle. May 1987 saw the intake of a new M.A.N. coach which was registered D60 DRP and fitted with a Reeve Burgess thirty-two seat body.

The year 1987 was a busy one for Jeffs' Coaches as in October Percival's Motors (Oxford) Ltd ceased trading on 30th of that month when they closed their ticket booking office at the Oxpens coach terminal although the owners announced that all commitments, school and works contracts would be honoured. Heyfordian Travel Ltd of Upper Heyford agreed to take over about a third of Percival's contracts and Jeffs' Coaches took the rest together with the holiday tours, excursions and private hires.

Percival's Motors (Oxford) Ltd (679006) had been formed on 28th December 1960 with a nominal capital of £10,000 divided into 10,000 Shares of £1 each. Percy Skinner was the main Shareholder initially and was also a Director of Percival's Motors (Cambridge) Ltd and Percival's Hire Car Services Ltd. It would seem that Jeffs' Coaches paid £900 for the Goodwill of that part of the business they acquired which comprised four coaches at valuation plus all stock belonging to Percival's - £41,400; School contracts - £2,875 and Private Hire and Tours customer lists etc - £4,025 : Total £49,200. In addition Jeffs' Coaches leased part of the former Percival's premises situated at Lamarsh Road, Botley, Oxford from current owners Mary and Peter Skinner. The dormant company "Jeffs' Coaches Ltd" formed in 1978 was used in connection with this lease.

Eleven school contracts passed to Jeffs' Coaches for operation from Monday 9th November 1987 serving schools in the Cumnor, Eynsham, Farmoor, Garford, Kidlington, and Tubney areas generally to the north and north-west of Oxford. Percival's Motors also operated a summer programme of day and extended tours and a Saturday express holiday coach service from Oxford to Portsmouth, Soutsea and Bognor Regis between May and September.

As Jeffs' Coaches did not acquire the Company known as Percival's Motors (Oxford) Ltd they henceforth traded from the Lamarsh Road, Botley address as "Percival's Coaches - a division of Jeffs Coaches". Liquidators for the original company were appointed on 19th November 1987 and Percival's Motors (Oxford) Ltd was dissolved on 17th January 1995.

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A letterhead of Percival's Coaches in Jeffs' ownership.

The four coaches purchased from Percival's Motors were all Leyland Leopards, three with Plaxton Supreme III bodies and registered 647 PJO, 279 JJO and VBW 846 and one with Duple Dominant II coachwork which carried the registration 5615 RO. Altogether during 1987 some twelve new or acquired vehicle joined the Jeffs' fleet whilst only one coach, a Ford R1114 registered GFP 34N was taken out of stock, thus giving Jeffs' a fleet strength of 64 vehicles at the end of the year.



Percival's Leyland Leopard 5615 RO with Duple Dominant II bodywork had been transferred to the Payne's fleet by the time this photograph was taken at Jeffs' Buckingham Depot in February 1999.

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647 PJO was the oldest of the Leyland Leopards with Plaxton Supreme III coachwork that passed from Percival's Motors to Jeffs' in November 1987, having been new in 1976.



Just a year younger than 647 PJO was 279 JJO, another Plaxton Supreme III bodied Leyland Leopard that gave good service and lasted into the twenty-first century.

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VBW 846 also came from the Percival's stable in 1987, although by 1997 this Plaxton Supreme III bodied Leyland Leopard was located at the Witney Depot later acquired by Jeffs' Coaches.

Jeffs' issued a press release to advise the public of the changes and this is reproduced below:-

"Percivals Coaches, one of Oxford's oldest and best known names in passenger transport, has been taken over by Jeffs Coaches of Helmdon, near Brackley.

Mr Michael McClusky, former Traffic Manager of South Midland Ltd, has been appointed Manager of Percivals and states that he is delighted to be part of Jeffs group of companies and is looking forward to developing the business in the Oxford area.

Jeffs Coaches, a family owned business, has been trading for over 30 years and now has a fleet of 65 vehicles, ranging from 51 seater executive style coaches which they have eighteen of, high specification coaches with reclining seats and videos, and standard coaches ranging from 21 to 57 seats.

Jeffs are specialists in continental operations and will be looking to give Oxford customers the benefit of this knowledge when they are thinking of hiring a vehicle for a

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trip to Europe, as well as offering a complete service for those customers who require coaches and staff of a high standard for local and long distance trips within the United Kingdom."

Jeffs' Coaches purchased two Bristol VRT double-deck vehicles for use on school contracts from September 1988. These seventy-four seat Eastern Coach Works bodied buses came from the South Midland Motor Services fleet and were registered AUD 465R and CJO 466R. No other vehicles, either new or used, entered service with Jeffs' during 1988 but one of the former Silverline Bedfords registered XAG 599S was retired in June.



Bristol VRT registered AUD 465R looked rather battered by the time it was photographed in February 1999 at Buckingham garage only a few months before it was taken out of service.

It is interesting that in 1987/8 Jeffs' Coaches was engaged in discussions to purchase the Share Capital of R L Orsborn & Son Ltd, the Wollaston coach and tour operator which held licences of some interest to Jeffs. Negotiations proceeded with a view to completing the purchase on 1st April 1988 but the negotiations kept slipping and nothing further came of the matter, with the Company passing to Midland Fox Ltd on 1st April 1989.

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Sister vehicle CJO 466R on the other had looked much smarter at Helmdon in 1992 although by this time the Bristol VRT had been transferred to the Payne's Buckingham operation.

Quite a number of new coaches were bought during 1989 starting with six Volvo B10M-60 machines on which were mounted Caetano Algarve fifty-three seat bodies. Registered F201-206 PNR Basford's Coaches were allocated the first two and Jeffs' Coaches the remaining four. Furthermore a pair of Mercedes-Benz 811D chassis with Optare StarRider bodies seating thirty-three passengers were bought for the Payne's fleet to operate local bus services. These were registered F47/8 CVV. In May 1989 a one-year-old Mercedes-Benz 609D with unique Plaxton eighteen-seat body and registered E81 HPG was imported. The final acquisition for the decade was a new Toyota HB31 with Caetano Optimo nineteen-seat coachwork and registered G965 VBC, which entered service in November 1989. The ten vehicles joining the Jeffs' operation during the year were countered by the withdrawal of seven older vehicles comprising four Bedfords, one Volvo, one Ford Transit and a Mercedes-Benz nineteen-seater. Thus, during the course of the 1980s Jeffs' fleet had grown from 34 to 68 vehicles, exactly doubling it in size!

This story of Jeffs' Coaches during the 1990s will be continued in Part 4.

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The Author is grateful to the late John, Ken and Rita Jeffs, and in particular to John's wife Pamela and Denis Bradbury for information supplied without which this paper would have been far less complete.



Representing the six Volvo B10M-60s bodied with Caetano Algarve coachwork is F202 PNR of Basford's Coaches Ltd. Caetano produced a smart looking coach body.



A somewhat chilly F206 PNR can be seen in this Continental view of the Caetano Algarve bodied Volvo B10M. (Photo courtesy P Cross).

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F48 CVV seen here at Buckingham Bus Station was one of two Mercedes-Benz 811Ds carrying Optare StarRider bodies. On the occasion on which it was photographed it was operating on the 32 service which ran between Milton Keynes, Buckingham and Oxford. These place names were painted on the panels above the window line.



Plaxton's only built one of the type of body fitted to E81 HPG, a Mercedes-Benz 609D. It remained in the livery of the operator for whom it first ran for a number of years prior to being painted in Jeffs' colours.

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REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
NBD 302V	Mercedes-Benz	L508D	309427-20-358828	Reeve Burgess	C18F	12308	1/80	—	11/89	—	Homer, Quarry Bank	
NBD 304V	Bedford	YMT	JW457129	Duple	C53F	017/2441	1/80	—	1/02	—	Destroyed by fire	
NBD 305V	Bedford	YMT	JW457141	Dominant II Duple	C53F	017/2442	1/80	—	by 7/01	—	Wigley, Carlton (11/01)	
NBD 306V	Bedford	YMT	JW457187	Dominant II Duple	C53F	017/2443	1/80	—	9/01	—	Wigley, Carlton (11/01)	
NBD 307V	Bedford	YMT	JW457346	Duple	C53F	017/2483	1/80	—	1/02	—	Destroyed by fire	
NBD 308V	Bedford	YMT	JW457577	Duple	C53F	017/2484	1/80	—	2/90	—	Accident	
NBD 309V	Bedford	YMT	JW457659	Dominant II Duple	C53F	017/2485	1/80	—	by 9/05	—	Wigley, Carlton (11/05)	
NBD 310V	Bedford	YMT	JW458352	Duple	C53F	017/2494	2/80	—	by 5/04	—	Accident, Scrapped by 5/05	
NBD 311V	Bedford	YMT	JW458395	Duple	C53F	017/2495	2/80	—	by 4/03	—	Scrapped by 4/03	
NBD 303V	Volvo	B58-61	14299	Dominant II Duple	C50F	049/7023	3/80	—	5/85	—	Crossan, Drogheda	
PBD 776V	Volvo	B58-61	15148	Jonckheere Bermuda	C53F	17423	7/80	—	by 6/01	—	Scrapped by 10/01	
4/87→ 195 JOH 6/00→ PBD 776V	XNV 140W	Volvo	B10M-61	000782	Jonckheere Bermuda	C51F	17760	4/81	—	by 8/04	—	Wigley, Carlton (6/05)
4/87→ 938 HMN 12/01→ XNV 140W	XNV 142W	Volvo	B10M-61	000784	Jonckheere Bermuda	C51F	17762	5/81	—	by 6/01	—	Wigley, Carlton 10/01
4/87→ ESU 635 c5/01→ XNV 142W	XNV 143W	Volvo	B10M-61	000785	Jonckheere Bermuda	C51F	17763	5/81	—	by 6/01	—	Wigley, Carlton (10/01)
4/87→ FSV720 10/00→ XNV 143W	XNV 144W	Volvo	B10M-61	000783	Jonckheere Bermuda	C51F	17761	5/81	—	by 6/01	—	Wigley, Carlton (8/04)
4/87→ TGY 698 9/00→ XNV 144W	XNV 145W	Volvo	B10M-61	000786	Jonckheere Bermuda	C53F	17764	5/81	—	11/02	—	Accident/ Wigley, Carlton (8/04)
4/87→ VKX 510 12/03→ XNV 145W												

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	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	BBD 851X	Volvo	B10M-61	000787	Jonckheere	C49FT	17765	8/81	—	by 10/03	—	Wigley, Carlton (6/05)	
4/87→	802 AOK				Bermuda	→C51FT							
4/02→	BBD 851X					by 12/01							
	DVV 528X	Volvo	B58-61	16633	Jonckheere	C51FT	17906	6/82	—	7/01	—	Wigley, Carlton (11/01)	
					Bermuda								
4/87→	872 KMY												
11/01→	DVV 528X												
	DVV 529X	Volvo	B10M-61	2705	Jonckheere	C50FT	18086	5/82	—	12/95	—	Accident	
4/87→	382 PCV				Bermuda								
	DVV 531X	Mercedes	0303/15R	300315-21-	Jonckheere	C49FT	18246	6/82	—	4/90	—	Smith, Rayne	
4/87→	248 CNP	-Benz		031584	Jubilee P50								
	472 GXM	Mercedes	0303/15R	300315-21-	Jonckheere	C51FT	18396	3/83	—	5/91	—	Gelsthorpe, Mansfield	
		-Benz		031478	Jubilee P50								
	NNV 606Y	Volvo	B10M-61	003544	Jonckheere	C49FT	18352	4/83	—	by 4/02	—	Scrapped 4/02	
4/87→	VXT 571				Jubilee P50								
11/01→	NNV 606Y												
	NNV 607Y	Volvo	B10M-61	003543	Jonckheere	C49FT	18353	4/83	—	1/05	—	Wigley, Carlton (6/05)	
4/87→	112 AXN				Jubilee P50								
4/02→	NNV 607Y												
	448 DAE	Mercedes	0303/15R	300315-21-	Jonckheere	C49FT	18719	7/83	—	3/92	—	Charter Coach, Gt.Oakley	
		Benz		035075	Jubilee P50								
	A591 XRP	Volvo	B10M-61	007171	Jonckheere	C51FT	18945	5/84	—	by 8/04	—	Wigley, Carlton (5/05)	
3/88→	147 VKN				Jubilee P50	→C53FT							
12/01→	A591 XRP					by 12/01							
	A592 XRP	Volvo	B10M-61	007174	Jonckheere	C53FT	18946	5/84	—	by 6/03	—	Scrapped 1/04	
3/85→	XWG 254				Jubilee P50								
12/01→	A592 XRP												
	A593 XRP	Volvo	B10M-61	007209	Jonckheere	C53FT	18947	5/84	—	by 6/03	—	Wigley, Carlton (1/04)	
3/85→	YSV 815				Jubilee P50								
12/01→	A593 XRP												
	A594 XRP	Volvo	B10M-61	007210	Jonckheere	C53FT	18948	5/84	—	by 2/04	—	Wigley, Carlton (12/04)	
4/87→	487 VYA				Jubilee P50								
12/01→	A594 XRP												
	A126 SNH	Mercedes	0303/15R	300315-21-	Jonckheere	C49FT	18720	7/84	—	5/92	—	Eaglen, Gainsborough	
3/85→	203 YKX	-Benz		031876	Jubilee P50								
	B503 CBD	Quest	80C	4408/71	Jonckheere	C37F	19252	2/85	—	8/85	—	Monk, London NW10	
	MRP 839Y	Volvo	B10M-61	4172	Piccolo	CH49/	18387	4/83	10/85	4/89	Wright, Isleworth	Lattimore, Markyate	
4/87→	750 LKR				Jonckheere	Jubilee P90							

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REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
GFP 34N	Ford	R1114	BC04NA 62661	Caetano Estoril II	C53F	74/76	10/74	6/86	11/87	Payne's Coaches, Buckingham	Scrapped 8/92	
LNV 564P	Bedford	YRT	EW455006	Duple Dominant	C53F	517/2418	9/75	6/86	10/93	Payne's Coaches, Buckingham	Scrapped	
XYG 909S	Ford	R1114	BC04ST 62244	Plaxton Supreme III	C53F	7811FC 006	12/77	6/86	by 3/97	Payne's Coaches, Buckingham	Scrapped by 3/98	
WRP 643W	Ford	A0609	BCLWAG 269420	Moseley Faro III	C25F	175880	3/81	6/86	7/94	Payne's Coaches, Buckingham	Scrapped by 12/98	
VVA 963H	Bedford	VAM70	9T471980	Plaxton Pan Elite	C45F	708159	4/70	6/86	by 6/89	Payne's Coaches, Buckingham	Scrapped	
GNV 499X	Ford	R1114	BCRSAJ 374980	Plaxton Supreme IV	C53F	8211FTS 5C053	5/82	6/86	4/97	Payne's Coaches, Buckingham	Scrapped by 12/98	
EVM 764T	Ford	R1114	BCRSUB 348590	Plaxton Supreme IV	C53F	7911FC 099	7/79	6/86	12/91	Payne's Coaches, Buckingham	Scrapped 8/92	
PFD 622R	Ford	R1114	BC04SK 68699	Duple Dominant	C53F	624/4640	9/76	6/86	5/91	Payne's Coaches, Buckingham	Scrapped 8/92	
FDU 6T	Bedford	YMT	JW453283	Plaxton Supreme IV	C53F	7911TC 211	7/79	6/86	by 4/97	Payne's Coaches, Buckingham	Scrapped by 12/98	
VVE 832T	Ford	Transit	BDVZUM 42683	Moseley	C12F		-/78	6/86	by 7/87	Payne's Coaches, Buckingham	Scrapped	
B851 KRY	Bedford	YNT	ET105194	Plaxton Para 3200	C53F	8411NT PIC040	10/84	6/86	4/89	Payne's Coaches, Buckingham	Wreglesworth, Wigginton	
XJX 909R	Bedford	VAS5	GW451399	Plaxton Supreme III	C29F	77PJK 023	4/77	6/86	12/86	Payne's Coaches, Buckingham	Archway, Shifnal	
XAY 519X	Bova	EL26-581	1977	Bova Europa	C52F	—	3/82	4/87	4/90	Heyfordian, Upper Heyford	Kirkham, Doncaster	1
Ex - 7/87→	VUT 1X 159 CJU											
VXE 347L	Bedford	YRT	CW452668	Duple Dominant	C53F	272/799	7/73	4/87	by 5/89	Silverline Travel Ltd Middleton Cheney	Scrapped	
XAG 599S	Bedford	YMT	GW455665	Plaxton Supreme	C53F	7811TCM 033	12/77	4/87	6/88	Silverline Travel Ltd Middleton Cheney	Scrapped (Accident)	
B468 YUR	Bedford	YNV	FT700278	Caetano Algarve	C53F	185012	6/85	4/87	5/89	Silverline Travel Ltd Middleton Cheney	Frazer, Castle Donington	
C151 TFA	Merc-Benz	L608D	310327-20- 698644	Coachcraft	C21F	-	4/86	4/87	5/90	Silverline Travel Ltd Middleton Cheney	Morgan, Nantyglo	
120 YFK	Leyland	Leopard PSU3F/4R	8031061	Plaxton Supreme IV	C53F	8111LC 036	3/81	4/87	8/91	Wallace Arnold, Paignton	Caetano, Heather	
Ex→	PNW 341W D60 DRP	M.A.N.	MT8-36 21645	Reeve Burgess	C32F	16529	5/87	—	4/91	—	Street, Barnstaple	

Notes: 1 - XAY 519X on loan from Dealer 12/85 and purchased 4/87.

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	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
Ex →	MNK 349	Leyland	Leopard	8031133	Plaxton	C50F	8111LC	4/81	6/87	8/91	Wallace Arnold, Paignton	Caetano, Heather	
	PNW 345W	Leyland	Leopard	7600595	Plaxton	C50F	7612LC	10/76	11/87	-/99	Percival, Oxford (105)	Scrapped by 10/01	
EX -	SGN 331R	Leyland	Leopard	7605035	Plaxton	C57F	7712LCM	3/77	11/87	3/01	Percival, Oxford (87)	Wigley, Carlton 10/01	
12/99 →	SGN 331R	Leyland	Leopard	7605035	Plaxton	C57F	7712LCM	3/77	11/87	3/01	Percival, Oxford (87)	Wigley, Carlton 10/01	
EX -	SUR 286R	Leyland	Leopard	7800741	Duple	C53F	833/5179	6/78	11/87	by 6/03	Percival, Oxford (102)	Scrapped by 8/03	
3/01 →	SUR 286R	Leyland	Leopard	7800741	Duple	C53F	833/5179	6/78	11/87	by 6/03	Percival, Oxford (102)	Scrapped by 8/03	
EX -	XWX 183S	Leyland	Leopard	7800241	Plaxton	C55F	7812LCM	5/78	11/87	2/99	Percival, Oxford (108)	Scrapped 10/01	
12/01 →	XWX 183S	Leyland	Leopard	7800241	Plaxton	C55F	7812LCM	5/78	11/87	2/99	Percival, Oxford (108)	Scrapped 10/01	
EX -	CGF 311S	Bristol	VRT/SL3/6LXB	SL3/672	E.C.W.	H43/31F	22298	2/77	9/88	8/99	South Midland (632)	Scrapped	
	AUD 465R	Bristol	VRT/SL3/6LXB	SL3/834	E.C.W.	H43/31F	22795	6/77	9/88	7/99	South Midland (633)	Scrapped by 10/01	
	CJO 466R	Bristol	VRT/SL3/6LXB	SL3/834	E.C.W.	H43/31F	22795	6/77	9/88	7/99	South Midland (633)	Scrapped by 10/01	
	F201 PNR	Volvo	B10M-60	020105	Caetano	C53F	858057	4/89	—	8/96	—	Caetano, Heather/ GlowBelle, W. Bromwich	
	F202 PNR	Volvo	B10M-60	020783	Caetano	C53F	858067	4/89	—	11/97	—	Caetano, Heather/	
	F203 PNR	Volvo	B10M-60	020448	Caetano	C53F	858058	4/89	—	9/96	—	Caetano, Heather/ GlowBelle, W. Bromwich	
	F204 PNR	Volvo	B10M-60	020629	Caetano	C53F	858060	4/89	—	11/97	—	Caetano, Heather/ Reliant, Heather	
	F205 PNR	Volvo	B10M-60	020780	Caetano	C53F	858066	4/89	—	11/97	—	Caetano, Heather/ Reliant, Heather	
	F206 PNR	Volvo	B10M-60	020784	Caetano	C53F	858068	4/89	—	2/98	—	Caetano, Heather/ Reliant, Heather	
	F47 CVV	Mercedes-Benz	811D	670303-20-877562	Optare StarRider	DP33F	455	5/89	—	4/04	—	Wigley, Carlton (12/04)	
	F48 CVV	Mercedes-Benz	811D	670303-20-877711	Optare StarRider	DP33F	456	5/89	—	by 5/05	—	Stubbington, Byfield (4/06)	
	E81 HPG	Mercedes-Benz	609D	670303-20-790873	Plaxton	C19F	88MPM1C001	4/88	5/89	by 3/03	Bicknell, Godalming	Aquila Gliding Club, Hinton-in-the-Hedges	
	G965 VBC	Toyota	HB31	0002666	Caetano	C19F	951003	11/89	—	1/93	—		

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