

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-JE2

Part 2: 1970 - 1979

Page 1

## JEFFS' COACHES

### Station Yard

### HELMDON

Part 1 of this story of Jeffs' Coaches described the origins of the firm in 1958 and its subsequent rapid development during the early years of its history up to December 1969, when the partnership of Jack and John Jeffs owned nineteen vehicles. In this Part 2, the developing story will be continued through the 1970s. To start with, Jeffs' twentieth coach was added to the fleet in May 1970 when VRP 29H was licensed, this being a twenty-nine seat Duple Vista bodied Bedford VAS5.



*Bedford VAS5 coach VRP 29H was a useful vehicle for contracts and hires for which a capacity under thirty passengers was appropriate. Its green and cream livery was somewhat plain and the 1970 Duple Vista 25 coachwork was possibly not as elegant as many of this builder's designs.*

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.

### JEFFS' COACHES - HELMDON

Readers may recall that Jeffs' Coaches operated an express service from Towcester to Wincott's Ballroom at Banbury on Monday evenings for Bingo sessions, but it would appear that this operation ceased in January 1970 and the Road Service Licence for it was not renewed. A few months later in May 1970 the timetables Jeffs' provided for Bicester Central Ordnance Depot were revised to accommodate changed working hours at this site and the coach operating from Charlton was discontinued at this time, leaving the other two vehicles starting from Brackley and Helmdon. Otherwise, apart from fare changes, all other licensed operations remained the same.

Moving forward a year to 1971 Jeffs' Coaches in effect replaced four of its existing fleet with new models and also added a couple of secondhand machines. Bedford SB1 registered WAW 370 was replaced by a Willowbrook bodied Ford R192 in February 1971, which took the registration YBD 500J. This bus grant qualifying machine was acquired principally for use on the firm's stage-carriage services and was fitted with forty-five dual-purpose seats. The other three new coaches comprised YRP 45J - a Bedford YRQ mounted with a 45-seat Duple Viceroy body; ANV 700J which was another Ford R192 with Duple Viceroy 45-seat coach body and BRP 200K, this time a Bedford SB5 equipped with 45-seat Duple Vega coachwork. The two secondhand units were a pair of former York Brothers A.E.C. Reliances with Duple Northern Continental coachwork each seating fifty-one passengers and respectively registered DRP 86/7C. These additional vehicles gave Jeffs' a little over three year's service. The three new coaches witnessed the demise of Bedford SB5 - DNV 378C, Bedford VAS1 - ADY 229B and Ford R192 - SBD 684G.



*The Willowbrook body mounted onto the Ford R192 chassis, registered YBD 500J, was particularly attractive and it was photographed at the Mayorhold, Northampton in September 1971.*

# Bygone Buses

of  
NORTHAMPTONSHIRE

JEFFS' COACHES - HELMDON

## NN-JE2

Part 2: 1970 - 1979

Page 3



*A nearside view of Ford R192/Willowbrook YBD 500J at Jeffs' Helmdon garage when new.  
(Photo courtesy R Marshall).*



*For good measure a rear view of YBD 500J can be seen in this illustration, being hosed down at the Helmdon depot.*

JEFFS' COACHES - HELMDON



*DRP 86C was one of the two former A.E.C. Reliance 590 coaches carrying Duple Northern Continental coachwork purchased by Jeffs' Coaches from York Bros. of Northampton in October 1971. (Photo courtesy R Marshall).*

Services for which Jeffs' Coaches held Road Service Licences saw little change during 1971 although the Helmdon Post Office to Buckingham Wipac Factory express service was subjected to a minor timing change in February whilst in December the terminal in Northampton of the stage-carriage service from Helmdon was switched from the Mayorhold to St John Street.

The rolling stock replacement programme for 1972 called for the delivery of one full-sized coach and three minibuses. The former was registered DRP 400K being a Bedford YRQ with Duple Viceroy forty-five seat coachwork. It was delivered in April 1972 and was entered in that year's Brighton Coach Rally. In August 1972 a trio of Ford Transit minibuses was purchased, each carrying a Moseley Envoy twelve-seater body. Outgoing from the fleet during 1972 were Bedford SBG WAT 100 and three Ford Transit minibuses registered LRP 50E, SBD 682G and TRP 706H.

JEFFS' COACHES - HELMDON



*The Bedford YRQ registered DRP 400K participated in the 1972 Brighton Coach Rally and in this view Jack and Eileen Jeffs can be seen walking in front of the coach.*



*Another view of the Duple Viceroy bodied DRP 400K departing on a tour with passengers being waved farewell by family and friends.*

#### JEFFS' COACHES - HELMDON

Early in 1972 Jeffs' Coaches undertook a significant private hire for the Florida Bible College which lasted for six weeks and visited various European and Scandinavian Countries. The tour was repeated in the following three years also.

Since May 1966 Jeffs' Coaches had operated an express service between Banbury Bus Station and Coventry Pool Meadow as a leisure facility for the Locarno Ballroom, but it would seem that by 1972 the use made of the service had declined to such an extent that the operation was abandoned and the licence for it not renewed in September 1972. Similarly the licence for the Thursday evening service from Charlton to the ABC Social Club at Banbury was not renewed in September 1972 although licences for the similar Sulgrave and Helmdon operations were continued.

During 1973 a pair of Volvo B58 chassis was purchased new and fitted with Duple Dominant bodies seating fifty-three passengers. These effectively replaced the two Bedford SBG coaches registered EX 9666 and EX 9800 that Jeffs' had bought second-hand some nine years earlier and which had proved to be most reliable vehicles. The replacement Volkos were registered NNV 900M and ONV 800M when new in August and November 1973 respectively. In addition a secondhand Leyland Leopard registered KVC 590F with a Duple Northern Commander body was taken into stock in September 1973 as an extra coach although the requirement for minibuses dropped by two during the year and Ford Transits FBD 556/7L were disposed of in November 1973.



*A nearside view of Jeffs' Volvo B58 registered NNV 900M with its Duple Dominant coachwork, operating one of the many school private hire trips undertaken by Jeffs' Coaches. (Photo courtesy R Marshall).*

JEFFS' COACHES - HELMDON



*This time the offside of NNV 900M can be seen, looking clean and tidy in its cream and green livery. (Photo courtesy R H G Simpson).*

The year 1974 saw the delivery of another two new coaches although it was probable that more had been ordered for 1974 but delivery was delayed until the following year. The two that did put in an appearance were RRP 600M which was a Leyland Leopard and HBD 794N which was a Volvo B58-61. Both chassis were mounted with Duple Dominant bodies seating fifty-three passengers. Outgoing were an elderly 1958 Bedford SB1 - 8590 HK - and a somewhat younger 1963 Bedford SB5 registered JCU 250.

In July 1974 following another downturn in the number of employees carried to Bicester C.O.D. the licence for the coach operating from Brackley was surrendered, leaving just one vehicle running from Helmdon to cater for the Central Ordnance Depot's requirements and even this route lasted little longer as the licence was not renewed in June the following year. Other than for fares increases Jeffs' Road Service Licences remained unchanged during 1974.

January 1975 saw the arrival of two Bedford YRT models, once again with Duple Dominant coachwork seating fifty-three passengers, and continuing the 'HBD' series of registrations from HBD 795-6N. Three months later HBD 797N appeared on the scene as an identical Bedford YRT. At the back end of the year LVV 330P, a shorter Bedford YRQ, arrived in November 1975 fitted with a forty-five seat Duple Dominant body. This intake of four coaches caused the demise of four older machines which

### JEFFS' COACHES - HELMDON

comprised the two former York Brothers' A.E.C. Reliances DRP 86/7C, the Leyland Leopard KVC 590F and the YRQ model Bedford YRP 45J.

In August 1975 Jeffs' Coaches applied to the Traffic Commissioners to take over three express services previously operated by Grayline Luxury Coaches of London Road, Bicester under reference numbers TER 5562/21 to 23. These became Jeffs' Coaches TER 5355/27 to 29 and operated from Graven Hill, Bicester Highfield Oval and Bicester, Glory Farm Estate respectively to the Bicester C.O.D. The operation of the above three routes was permitted by the Traffic Commissioners from 8th September 1975.

An impressive run of six new Bedford YMT chassis mounted with fifty-three seat Duple Dominant bodies joined the fleet in 1976 registered PNV 952-7R. Three of the previous year's intake of Bedford YRTs registered HBD 795-7N were traded in part exchange along with VRP 29H, the small Bedford VAS5.



*In this photograph the nearside of PNV 957R a Duple Dominant bodied Bedford YMT can be seen.*

Jeffs' Coaches was run as a partnership between Jack Jeffs and John Jeffs, each having a 50% share in the business. Jack had always wished that his eldest son would also participate in the coach business but as Ken Jeffs was in full-time employment in a senior position with Mettoy Ltd, the well-known toy maker which included the Corgi brand in its portfolio, Ken had no wish to change careers in the 1970s. However, by the end of 1974 Jack Jeffs, who was by then 66 years of age, was ready to retire and at this juncture Ken was brought into the business very much on a part-time basis, more or less as a sleeping partner.



### JEFFS' COACHES - HELMDON



*This time the offside of PNV 957R photographed at St. John Street, Northampton. This vehicle was used on Jeffs' local services and remained in their fleet for nineteen years! When it was bought it no doubt qualified for bus grant payments by virtue of its intended use on stage-carriage services. It effectively replaced YBD 500J, the Willowbrook bodied Ford R192, that had previously been the mainstay on the local bus routes.*

Interestingly, in April 1976, John and Ken Jeffs applied for a new Road Service Licence to which the Traffic Commissioners gave the reference TER 6331/1 operating from Helmdon to Bicester C.O.D. and replacing the former Jack and John Jeffs' licence TER 5355/17. Strangely other licences were not transferred to John and Ken Jeffs until September 1978 after the date of Jack Jeffs' demise and at the time a number of other licences were due for renewal. Otherwise during 1976, apart from fares increases, the only other item of interest in regard to Road Service Licencing changes was an application to amend the Excursions & Tours Licence from Helmdon to include Dover to facilitate the operation of tours to Calais, Dunkerque, Boulogne and Ostende. Continental tours became an increasingly important part of Jeffs' Coaches business plan in the 1970s and in addition weekly coach transfers to the Continent in collaboration with other tours operators were undertaken.

Whereas the intake of six new vehicles during 1976 saw the withdrawal of four older coaches, in 1977 the situation was reversed when six older machines were replaced by four new ones so that over the two year period the fleet strength remained static

### JEFFS' COACHES - HELMDON

at twenty-one vehicles. The incoming stock comprised a pair of Bedford YLQs and the same number of YMTs. Once again all were fitted with Duple Dominant bodies with the YLQs seating forty-five and the YMTs accommodating fifty-three passengers. These four machines collected the registrations TBD 452-4R and WNV 458S. The six displaced vehicles comprised the elderly Bedford SB1 Plaxton Consort bodied RNL 994, a pair of 1969 Leyland Leopards registered TNV 840/1G, the Ford 192s YBD 500J and ANV 700J and, finally, Bedford YRQ DRP 400K.

Another unusual private hire for Jeffs' Coaches took place in July and August 1977 when two coaches conveyed some sixty venture scouts and guides from Banbury to the Lofoten Islands within the Arctic Circle. The party travelled from Banbury to Harwich by coach and then on the ferry to Esbjerg, across Denmark and Frederikshavn and again by ferry to Gothenburg. Continuing onwards by road the group reached Oslo and Bodo and then took another ferry to the Lofoten Islands some 150 miles within the Arctic Circle. The expedition lasted for three weeks.

It will be recalled that three contract operations to Bicester C.O.D. were taken over from Grayline Luxury Coaches in 1975 but these were fairly short-lived as two of the three licences were not renewed in October 1977 and the third in February 1978. At the end of the year application was made to the Traffic Commissioners to increase the fares on the Helmdon to Northampton and Towcester to Banbury stage-carriage services.

Jeffs' Coaches followed a policy of buying new rolling stock each year to keep the fleet very much up to date and attractive to clients looking to hire front line coaches. The procurement programme for 1978 called for the acquisition of eight Bedford YMT chassis to which were fitted the updated Duple Dominant II bodies. These fifty-three seater coaches became registered as WVV 826-33S as they were delivered in the first quarter of 1978. Traded in at this time were five of the PNV-R registered Bedfords bought two years earlier, a couple of 1965 Bedford SB5s registered DNV 376/7C and LVV 330P which was a Bedford YRQ. In addition to the intake of new coaches, at the end of 1978 Jeffs' bought two second-hand ten-year-old Leyland Leopards registered HNM 644/5F that had previously been owned by Tappins Coaches of Wallingford.



*The Duple Dominant II bodied Bedford YMTs are represented by WVV 828S photographed at Jeffs' Helmdon premises.*

JEFFS' COACHES - HELMDON



*The majority of the 1978 Bedford YMTs had quite a long life with Jeffs and WVV 833S depicted here in this nearside view with its Dominant II coachwork, lasted until 1990.*



*HNM 645F was a Duple Northern Commander bodied Leyland Leopard that Jeffs' bought second-hand in December 1978 and retained for a little over two years*

### JEFFS' COACHES - HELMDON

As stated earlier, Jeffs' Coaches was a partnership and not a limited company. However, on 10th August 1978 Jeffs Coaches Ltd (1383259) was incorporated with a nominal capital of £50,000 divided into 50,000 shares of £1 each. Both John and Ken were Directors and John was also Secretary. Jeffs' Coaches Ltd was not a trading company but was formed as a vehicle to be used in connection with the acquisition of subsequent businesses to take advantage of various tax benefits to be gained or liabilities to be avoided in such transactions. Jeffs' Coaches Ltd remained dormant until struck off the Register of Companies on 31st May 1994 and duly dissolved.

Sadly, on 6th October 1978, the founder of Jeffs' Coaches - Jack Jeffs - died at the age of 70 years. Thereafter Jack's share of Jeffs' Coaches passed to his widow Eileen who in turn passed half to each of her sons, which meant that John Jeffs, who had developed the business, thereafter held a 75% stake and Ken a 25% interest.

It was in October 1978 that John Jeffs bought a preserved 1931 Gilford AS5 model with a twenty-seat Eaton body with a view to operating it on special occasions as a heritage vehicle. Unfortunately these good intentions were never acted upon and the Gilford DX 9547 languished at Helmdon for many years deteriorating badly. Eventually it was sold for continued preservation and has now been restored to a high standard.



*DX 9547 was a rare 1931 Gilford AS6 with Eaton coachwork that looked neat and tidy when John Jeffs acquired it in 1978.*

JEFFS' COACHES - HELMDON



*This is how DX 9547 looked in March 1992 after having been left in the open for a number of years. Happily it has now been restored to its former condition.*

Jeffs' Coaches had taken over E & E Johnson's Excursion & Tours licence from Wappenham way back in 1962 and presumably, in the intervening years, had made little use of it and in February 1978 saw little point in renewing it and therefore surrendered the licence. In any case the Helmdon Excursion & Tours licence permitted picking up and setting down at Wappenham.

In September 1978 the Road Service Licences held in the name of Jack and John Jeffs and numbered TER 5355/2/3/4/10/11 were all renewed without modification in the names of John and Ken Jeffs as TER 6331/2 to 6. These were for Excursions & Tours from Helmdon; the stage-carriage services from Helmdon to Northampton and Towcester to Banbury and the express services from Wappenham to Banbury ABC Social Club and from Banbury to Towcester (Plessey Works) respectively.

By the Autumn of 1978 Bob and John Basford of the nearby Greens Norton firm of Basford's Coaches Ltd (NN-BA9A) were looking to sell their business as a going concern. However, they did not wish to dispose of their depot property - just the

### JEFFS' COACHES - HELMDON

coaches and relevant garage equipment, spares, fuel, office furniture and so forth. To separate the property from Basford's Coaches Ltd an off-the-shelf company named 'Coraltrot Ltd' was used to acquire the property from the coach firm.

John and Ken Jeffs were keen to acquire Basford's Coaches Ltd for a consideration of £50,000 and effectively took control of the Company from 1st April 1979 as far as trading was concerned although the legal niceties were not completed until 24th May 1979 when, by Special Resolution of the Company, the Articles of Association were amended and the Authorised Capital of £12,000 divided into 3,000 Ordinary Shares of £1 each and 9,000 Deferred Ordinary Shares of £1 each. Only the Ordinary Shares conferred voting right to the holders. The 9,000 Deferred Ordinary Shares, originally in the Basford family's names as Ordinary Shares were thereafter allocated in the proportions of 90% to John Jeffs' family and 10% to Ken Jeffs. Of the 3,000 Ordinary Shares only 178 were issued, in the same proportions as the Deferred Shares.

The Agreement reached between Jeffs Coaches and Bob and John Basford provided for the Basfords to continue to be Directors of Basford's Coaches Ltd and work for the Company for a period of four years, which in the event ended after two years, with Bob and John being removed from the Board on 15th September 1980. It can never be easy for former owners of a business to work in a different way for new owners and a few difficulties arose in this case but everyone persisted and the final separation was made in 1980 as stated above.

Along with the company Basford's Coaches Ltd (489101) came ten extremely smart coaches comprising four Bedfords, two Leylands, two Volvos and two Fords. The Bedfords were ERP 434C and LRP 1E which were both VAL14s with Plaxton Panorama coachwork; ARP 2J was a YRQ with a Panorama Elite body and XNV 219S was a YMT with Plaxton Supreme coachwork.

The two Leyland Leopards were again bodied by Plaxton and registered ERP 2K and RNV 3R whilst the two Volvo B58-61s were registered RNV 2M and HVV 88N and mounted with Panorama Elite and Duple Dominant bodywork respectively. That leaves the two Fords which comprised a Duple Viceroy bodied R226 registered BNV 750K and MNH 3P which carried a Duple Dominant body. These ten coaches increased Jeffs' fleet size to thirty-four vehicles in 1979. Photographs of most of the coaches acquired with the Business of Basford's Coaches Ltd appear in paper NN-BA9A but here are two of them after repaint into Jeffs' livery.

Basford's Coaches Ltd operated two local stage-carriage services, one from Greens Norton to Northampton and the other from Greens Norton to Wolverton on Fridays only. They also operated Excursions & Tours as well as many school runs. These all continued in the Basford name after Jeffs' acquired the business but John Jeffs, at the time, would have preferred to be rid of the stage-carriage services. Accordingly, in April 1979, John approached United Counties with a view to disposing of the Basford's Greens Norton to Northampton and Wolverton services together with Jeffs'



*ERP 2K was a 1972 Leyland Leopard with a fifty-one seat Plaxton Elite Express II body. It was photographed in Victoria Street, Northampton when twenty years old.*



*One of the two Ford coaches taken over with Basford's was MNH 3P which dated from 1976 and carried a Duple Dominant body accommodating fifty-three passengers.*

### JEFFS' COACHES - HELMDON

own Helmdon to Northampton and Banbury routes. United Counties made an offer to John Jeffs in July 1979 but no further progress was made until the following year and so this subject will be reconsidered in Part 3 of the Jeffs' Coaches story.

The Agreement with Bob and John Basford also included provision for Jeffs' Coaches to rent the Greens Norton premises for five years and if in the meantime the Basfords decided to sell the property then John Jeffs be given the first option to purchase.

From 18th January 1979 Jeffs' Coaches was successful in gaining a further contract to uplift workers to the Bicester C.O.D. facility when new service reference TER 6331/7 from Banbury, Longlands Way was commenced.

During the first quarter of 1979 Jeffs' Coaches replaced three of their older vehicles with four new ones. Outgoing were the Volvo B58 registered NNV 900M and two 1977 Bedford YMTs carrying the numbers TBD 454R and WNV 458S. Incoming were three Leyland Leopards equipped, as usual, with Duple Dominant II bodies with two of them seating fifty-three passengers and the other one just forty-six, presumably for continental touring purposes. The fourth new coach was a small Bristol LHS6L with thirty-five seat Plaxton Supreme coachwork. The registration numbers of the above four machines were ERP 18-21T respectively.



*The only one of the ERP-T registered coaches to stay in Jeffs' fleet for a long time was ERP 19T, a Leyland Leopard with Duple Dominant II coachwork that was later transferred to the Payne's fleet following the take-over of that firm in 1986.*



#### JEFFS' COACHES - HELMDON

That brings this history of Jeffs, Coaches to a close at the end of 1979, a decade which had seen the fleet strength grow from nineteen to thirty-four coaches. The story will be continued in Part 3 which will see even greater growth during the 1980s.

*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.*

J E F F S . C O A C H E S  
R.J.Jeffs, J.V.Jeffs

H E L M D O N , B R A C K L E Y  
Tel Sulgrave 365, Brackley 2212

#### H E L M D O N - N O R T H A M P T O N

		WEDNESDAYS			SATURDAYS		
		a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
Helmdon	....	9-15	1-00	5-00	9-00	1-00	4-30
Weston	....	9-20	12-55	--	9-05	12-55	4-35
Lois Weedon	....	9-25	12-50	--	9-10	12-50	4-40
Wappenham	....	9-30	1-10	5-10	9-15	1-10	4-45
Slapton Bridge	....	9-35	1-15	5-15	9-20	1-15	4-50
Abthorpe	....	9-40	1-20	5-20	9-25	1-20	4-55
Towcester	....	9-50	1-30	5-30	9-35	1-30	5-05
Northampton	....	10-05	1-45	5-45	9-50	1-45	5-20
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Northampton	....	12-10	2-45	5-45	12-10	3-30	5-45
Towcester	....	12-25	3-00	6-00	12-25	3-45	6-00
Abthorpe	....	12-35	3-10	6-10	12-35	3-55	6-10
Slapton Bridge	....	12-40	3-15	6-15	12-40	4-00	6-15
Wappenham	....	12-45	3-20	6-20	12-45	4-05	6-20
Lois Weedon	....	12-50	3-25	6-25	12-50	4-10	6-25
Weston	....	12-55	3-30	6-30	12-55	4-15	6-30
Helmdon	....	1-00	3-35	6-35	1-00	4-20	6-35

*Jeffs' Timetable for the Helmdon to Northampton service current at June 1979*

# Bygone Buses

of  
NORTHAMPTONSHIRE

# NN-JE2

Part 2: 1970 - 1979

Page 18

JEFFS' COACHES - HELMDON

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	VRP 29H	Bedford	VAS5	OT475216	Duple Vista 25	C29F	215/17	5/70	—	9/76	—	Ross, Edinburgh	
	YBD 500J	Ford	R192	BC04KB 54051	Willowbrook	DP45F	CF2355	2/71	—	5/77	—	St. John Ambulance Brigade, Nottingm Marriott, Clayworth	
	YRP 45J	Bedford	YRQ	OT482116	Duple Viceroy	C45F	227/66	4/71	—	11/75	—	Tompson, Tamworth	
	ANV 700J	Ford	R192	BC04LC 56664	Duple Viceroy	C45F	228/60	6/71	—	2/77	—	Wright, Alston	
	BRP 200K	Bedford	SB5	IT484404	Duple Vega 31	C41F	232/117	9/71	—	1/80	—	James, Liverpool	
	DRP 86C	A.E.C.	Reliance 590	2U3RA5741	Duple N. Continental	C51F	157/6	3/65	10/71	1/75	York Bros., Northampton	Morris, Bromyard	
	DRP 87C	A.E.C.	Reliance 590	2U3RA5751	Duple N. Continental	C51F	157/7	4/65	10/71	1/75	York Bros., Northampton	Bird, N. Hykeham	
	DRP 400K	Bedford	YRQ	2T470526	Duple Viceroy	C45F	244/100	4/72	—	6/77	—	Adkins, Upper Boddington	
	FBD 555L	Ford	Transit	BC05MA 49755	Moseley Envoy	C12F	190	8/72	—	1/80	—	Lamb, Madeley Heath	
	FBD 556L	Ford	Transit	BC05MC 60242	Moseley Envoy	C12F	191	8/72	—	11/73	—	Myall, Bassingbourn	
	FBD 557L	Ford	Transit	BC05MC 60246	Moseley Envoy	C12F	191	8/72	—	11/73	—	Shennan, Drongan	
	NNV 900M	Volvo	B58H-56	4552	Duple Dominant	C53F	285/3311	8/73	—	4/79	—	Thurcroft, Rotherham	
	KVC 590F	Leyland	Leopard PSU3A/4R	802445	Duple N. Commander	C51F	185/43	6/68	9/73	4/75	Clarke, Felixstowe	Ford, Gunnislake	
	ONV 800M	Volvo	B58-61	4876	Duple Dominant	C53F	475/6801	11/73	—	1/80	—	Campbell, Linlithgow	
	RRP 600M	Leyland	Leopard PSU3B/4R	7402090	Duple Dominant	C53F	433/5179	6/74	—	1/80	—	Ford, Gunnislake	1
	HBD 794N	Volvo	B58-61	5979	Duple Dominant	C53F	575/7100	12/74	—	1/80	—	Rimes, Swindon	
	HBD 795N	Bedford	YRT	EW450695	Duple Dominant	C53F	517/2372	1/75	—	9/76	—	Johnson, Rushden	
	HBD 796N	Bedford	YRT	EW451036	Duple Dominant	C53F	517/2373	1/75	—	9/76	—	Timewell, Maghull	
	HBD 797N	Bedford	YRT	EW453211	Duple Dominant	C53F	517/2399	4/75	—	9/76	—		

Notes: 1 - HBD 794N exhibited at Earls Court 9/74.

# Bygone Buses

of  
NORTHAMPTONSHIRE

JEFFS' COACHES - HELMDON

## NN-JE2

Part 2: 1970 - 1979

Page 19

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	LVV 330P	Bedford	YRQ	EW455532	Duple	C45F	515/2104	11/75	—	3/78	—	Assoc. Rentals, Uddingston	
	PNV 952R	Bedford	YMT	FW455638	Duple	C53F	617/2496	9/76	—	3/78	—	Parnaby, Tolworth	
	PNV 953R	Bedford	YMT	FW454683	Duple	C53F	617/2533	9/76	—	4/78	—	Whyte, Newmachar	
	PNV 954R	Bedford	YMT	FW455680	Duple	C53F	617/2494	9/76	—	4/78	—	Field, Paulton	
	PNV 955R	Bedford	YMT	FW454833	Duple	C53F	617/2495	9/76	—	4/78	—	Dodd, Troon	
	PNV 956R	Bedford	YMT	FW455273	Duple	C53F	617/2493	9/76	—	4/78	—	Field, Paulton	
	PNV 957R	Bedford	YMT	FW455534	Duple	C53F	618/2664	9/76	—	8/95	—	Scrapped by 1/99	
	TBD 452R	Bedford	YLQ	GW452004	Duple	C45F	715/2018	3/77	—	1/80	—	Home Office	
	TBD 453R	Bedford	YLQ	GW451989	Duple	C45F	715/2019	5/77	—	1/80	—	Home Office	
	TBD 454R	Bedford	YMT	GW452649	Duple	C53F	717/2367	6/77	—	4/79	—	Cruickshank, Ellon	
	WNV 458S	Bedford	YMT	GW452635	Duple	C53F	717/2368	8/77	—	4/79	—	Cruickshank, Ellon	1
	WVV 826S	Bedford	YMT	GW453813	Duple	C53F	817/2434	1/78	—	5/96	—	Accident	
	WVV 827S	Bedford	YMT	GW455921	Duple	C53F	817/2435	1/78	—	7/02	—	Scrapped 9/02	
	WVV 828S	Bedford	YMT	GW456439	Duple	C53F	817/2436	1/78	—	3/91	—	Fire damage	
	WVV 829S	Bedford	YMT	HW451783	Duple	C53F	817/2437	3/78	—	8/98	—	Scrapped by 6/01	
	WVV 830S	Bedford	YMT	HW451788	Duple	C53F	817/2438	3/78	—	by 4/01	—	Wigley, Carlton (11/01)	
	WVV 831S	Bedford	YMT	HW451847	Duple	C53F	817/2439	4/78	—	8/80	—	Keebur, Leicester	
	WVV 832S	Bedford	YMT	HW451854	Duple	C53F	817/2440	4/78	—	by 3/97	—	Scrapped by 9/00	

Notes: 1 - WNV 458S was originally to have been registered TBD 455R.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
WV 833S	Bedford	YMT	HW452548	Duple Dominant II	C53F	817/2441	4/78	—	4/90	—	Accident		
DX 9547	Gilford	AS6	12001	Eaton	C20F	—	12/31	10/78	4/96	Young, Rampton	Preserved BBPG	1	
HNM 644F	Leyland	Leopard PSU3/3R	800922	Duple N. Commander	C51F	185/23	3/68	12/78	1/82	Tappin, Wallingford	Ardcavan, Wexford		
HNM 645F	Leyland	Leopard PSU3/3R	800923	Duple N. Commander	C51F	185/24	3/68	12/78	3/81	Tappin, Wallingford	O'Callaghan, Dripsey		
ERP 21T	Bristol	LHS6L	LHS341	Plaxton Supreme	C35F	788BC023	1/79	—	4/81	—	Beavis, Bussage		
ERP 18T	Leyland	Leopard PSU5C/4R	7803487	Duple Dominant II	C53F	935/5459	3/79	—	1/84	—	Penniston, Melton		
ERP 19T	Leyland	Leopard PSU5C/4R	7804551	Duple Dominant II	C53F	935/5460	3/79	—	1/02	—	Wigley, Carlton (12/04)		
ERP 20T	Leyland	Leopard PSU5C/4R	7804442	Duple Dominant II	C46F	935/5461	3/79	—	6/82	—	Chivers, Stretton		
ERP 434C	Bedford	VAL14	1710	Plaxton Panorama	C52F	652995	6/65	3/79	6/80	Basford's Coaches Ltd. Greens Norton	Caravan, N'pton by 9/84		
LRP 1E	Bedford	VAL14	7836640	Plaxton Panorama I	C52F	672572	5/67	3/79	5/80	Basford's Coaches Ltd. Greens Norto	Lavery, Dublin		
ARP 2J	Bedford	YRQ	IT487548	Plaxton Pan Elite II	C45F	712368	7/71	3/79	2/80	Basford's Coaches Ltd. Greens Norton	Mills, Harlington		
ERP 2K	Leyland	Leopard PSU3B/4R	7201249	Plaxton Elite EXP II	C51F	729775	7/72	3/79	by 10/01	Basford's Coaches Ltd. Greens Norton	Scrapped		
BNV 750K	Ford	R226	BC04LL 51703	Duple Viceroy 37	C53F	240/13	9/71	3/79	2/80	Basford's Coaches Ltd. Greens Norton	Wrigglesworth, Carlton		
RNV 2M	Volvo	B58-61	5289	Plaxton Pan Elite III	C53F	7412VC 013	5/74	3/79	8/84	Basford's Coaches Ltd. Greens Norton	Homer, Quarry Bank		
HVV 88N	Volvo	B58-61	6659	Duple Dominant	C53F	575/7108	5/75	3/79	8/84	Basford's Coaches Ltd. Greens Norton	Irvine, Law		
MNH 3P	Ford	R1114	BC04RM 64896	Duple Dominant	C53F	623/4375	3/76	3/79	9/94	Basford's Coaches Ltd. Greens Norton	Scrapped		
RNV 3R	Leyland	Leopard PSU5A/4R	7603272	Plaxton Supreme	C53F	7712LCM 013	1/77	3/79	7/90	Basford's Coaches Ltd. Greens Norton	Accident, scrapped		
XNV 219S	Bedford	YMT	GW455533	Plaxton Supreme	C53F	7811TC 017	1/78	3/79	5/90	Basford's Coaches Ltd. Greens Norton	Accident, scrapped		

**Notes:** 1 - DX 9547 had been in preservation prior to acquisition by Jeffs who intended to use it for special private hires. In the event restoration work that was required was not carried out and the vehicle later passed to others to complete.