

Bygone Buses

of
NORTHAMPTONSHIRE

NN-JE2

Part 4: 1990 - 1999

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JEFFS' COACHES

Station Yard

HELMDON

With part 4 of this history of Jeffs' Coaches we rejoin the story in January 1990 at the beginning of the decade in which the size of the operation, in terms of vehicle numbers, exceeded the one-hundred mark in 1993, just two years prior to the untimely death of the firm's proprietor who had overseen the development and success of Jeffs' Coaches.

On 1st January 1990 a total of sixty-eight buses and coaches were owned and between February and April ten new vehicles were acquired comprising eight Volvo B10M-60s registered G907 to 914 WAY and a pair of M.A.N. 10-180s registered G162/3 XJF, all carrying Caetano Algarve coachwork. The G-WAY registered machines seated fifty-three passengers whilst the G-XJF touring coaches each seated thirty-five. Just one other new coach was purchased in 1990 when in November a twenty-one seater Toyota with Caetano Optimo II bodywork was obtained and registered H409 CJF.



The eight Volvo B10Ms mounted with attractive Caetano Algarve bodywork are represented by this illustration of G908 WAY.

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Forestyn" 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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The single Caetano Optimo bodied Toyota purchased by Jeffs' in 1990 carried the registration H409 CJP and remained in the fleet until well into the next decade.

Not reported in Part 3 of his history was the acquisition in December 1989 of the coaching business of Windrush Valley Travel Ltd of Witney which apparently was not in a very sound financial state when John and Ken Jeffs took control. Windrush Valley had originated from the coaching arm of South Midland after deregulation and in March 1989 moved to 56A High Street, Witney with vehicles being garaged at the Supergas Industrial Estate in Downs Road. John & Ken Jeffs initially operated Windrush Valley as a separate concern whilst they assessed its future and it was not until April 1990 that the operations were transferred to the main Jeffs' Coaches business at which time seventeen coaches and minibuses were added to Jeffs' rolling stock.

The acquired vehicles were a mixed bag ranging in age over a twenty year period between 1969 and 1989. The oldest were a pair of Bristol VRT 'deckers with seventy-seat E.C.W. bodies, carrying the registrations OTA 293G and WCD 519K. Apart from three mini or midibuses the rest of the stock were coaches which ranged from being new in 1975 to 1988. There were four Leyland Leopards and three Bedfords with either Duple or Plaxton coachwork, three Volvo B10Ms with Duple or Caetano bodies, one Kassbohrer and one DAF with a Duple 340 body. The three small vehicles comprised two Ford Transits and a Mercedes-Benz 609D model.

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A selection of photographs of the former Windrush Valley fleet now follows.



Of the vehicles acquired by Jeffs' with the Windrush Valley acquisition the most useful were probably the four Leyland Leopards. YFC 16V is depicted in this photograph taken at the Helmdon yard.



Sister Duple Dominant bodied Leyland Leopard YFC 17V still carried the Witney telephone number in its destination display area when photographed leaving Banbury Bus Station.

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Unlike YFC 16/7V with Duple bodies, VNP 893 was fitted with Plaxton Supreme IV coachwork as can be seen in this view of the Leyland Leopard.



The fourth Leyland Leopard to emanate from the Windrush Valley fleet was EYH 809V which carried the Express version of the Duple Dominant II body.

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One of the Bedford coaches transferring from Windrush Valley to Jeffs' Coaches was this YLQ model registered ADC 277A and equipped with a Plaxton Supreme III body.



Another Bedford with Plaxton Supreme III coachwork but this time a YMT model, was NFX 447P from which Jeffs' obtained service for another ten or eleven years.

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One of the contact operations carried out by Jeffs' Coaches during the 1990s was to convey employees of Granada Services to and from Cherwell Valley service centre. A regular performer on such duties was F480 AKC, a Mercedes-Benz 609D with North West Coaches Sales body conversion.



Two Ford Transit minibuses registered XBW 4X and B109 XJO were taken over by Jeffs' with the Windrush Valley business. XBW 4X had a Dormobile body conversion as shown on the left whilst B109 XJO on the right can be seen with its Carlyle conversion, looking rather forlorn after being taken out of service.

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One of the two Bristol VRTs to come with the Windrush Valley operation was OTA 293G which was new to Western National in 1969. Jeffs' ran it for a little over three years.

Windrush Valley operated local bus services as well as home to school education contracts for Oxfordshire County Council. Local routes financially supported by the County Council were 40 Witney - Minster Lovell; 41 Witney - Hailey; 42 Witney - Woodstock and 45 Witney - Standlake Circular.

As mentioned at the beginning of this part of the Jeffs' story some 68 vehicles were on the books on 1st January 1990. Thirty new or secondhand machines were imported during the year whilst eight were outgoing, resulting in a fleet total of 90 at the year end. The eight withdrawn motors comprised three elderly Bedford YMTs, a Leyland Leopard, two Mercedes, a Bova and a DAF.

Four new coaches were taken into the fleet during 1991 with the first two arriving in May when Volvo B10M-60s registered H183/4 EJF were licensed carrying forty-nine seat Caetano Algarve bodies equipped with toilets. These were followed in September 1991 by a pair of Dennis Javelin chassis, again mounted with Caetano Algarve bodies, but this time seating fifty-three without toilet provision. The Javelins collected the registrations J520/1 LRY.

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H183 EJF was one of the two 1991 Volvo B10Ms with Caetano Algarve coachwork. It carries a sticker on its windscreen for "Land Travel Friendly Holidays". Jeffs' Coaches provided the transport for many holiday firms over the years, both in this country and in Europe.



When this photograph of Caetano Algarve bodied Dennis Javelin J520 LRY was taken it had conveyed a party to the Ffestiniog Railway at Portmadog in June 1997.

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There were three secondhand coaches added to the fleet during 1991, a Duple Dominant II bodied Volvo B58 registered MDS 228V previously operated by a Warrington coach operator and this was retained for around eight years. The other two were very smart Plaxton Supreme IV bodied Leyland Leopards which came from Pullham's Coaches of Bourton-on-the-Water who were noted for the excellent condition in which they maintained their fleet. These two were respectively registered FDF 278T and GDG 442V, both serving Jeffs' well for the next decade.



By the time this photograph of Volvo B 5 8 / D u p l e Dominant II bodied MDS 228V was taken in 1998 it had lost the pristine looks that it had when first purchased by Jeffs' Coaches in 1991.

Plaxton Supreme IV bodied Leyland Leopard FDF 276T had also suffered several year's wear and tear prior to being photographed on a dismal February day in 1999.



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Both FDF 276T and GDG 442V were in good shape when acquired by Jeffs' Coaches in 1991 and in this illustration Leyland Leopard GDG 442V was operating the Helmdon to Northampton local service, something it frequently did.

For use on school contract work Jeffs' Coaches bought three former Northampton Corporation Bristol VRTs with Alexander seventy-two seat bodies. These dated from 1977/8 with the registrations VRP 45/51S and VVV 66S. They served Jeffs' well over the years with VRP 45S being initially allocated to Payne's Coaches Buckingham based fleet and the other two to Basford's Greens Norton depot.



The Bristol VRT registered VRP 45S gave well over ten year's service to the Payne's section of the business although photographed here at Greens Norton alongside Basford's VRP 51S.

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A front view of VRP 51S, one of the two Alexander bodied Bristol VRTs used by Basford's Coaches.



The third Alexander bodied Bristol VRT bought by Jeffs' Coaches in 1991 was VVV 66S, the rear end of which had been renewed by Northampton Transport following an earlier vehicle fire.

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The intake of ten vehicles during 1991 was countered by the withdrawal of nine older machines, which gave a year-end fleet total of 91. The rolling stock departing from Jeffs' operation were two Leyland Leopards; two Fords that had originated with the Payne's fleet, a Volvo and a Kassboherer inherited with the Windrush Valley acquisition and a Bedford YMT, a Mercedes and a M.A.N first bought new by Jeffs in the 1970s/80s.

In order to maintain a modern fleet of front-line coaches eight new ones were sourced in 1992. The first two to arrive in April were a pair of eighteen seater Toyotas with Caetano Optimo II bodies and these were registered J470/1 NJU. Following on from these were half-a-dozen Volvo B10Ms which continued the registration series from J472 NJU to J477 NJU. They were all bodied by Caetano with their updated Algarve II coachwork seating forty-nine passengers plus a toilet compartment. The two M.A.N. thirty-five seater coaches registered G162/3 XJF bought a couple of years earlier were traded in part exchange and two Mercedes 0303 coaches were cascaded from the fleet along with a former Windrush Valley Ford Transit minibus registered XBW 4X. Thus at the end of 1992 an overall increase of three coaches brought the total rolling stock up to 94 machines.



Midibuses bodied by Caetano were as modern-looking as anything on the road in the 1990s and in this photograph the Optimo II bodied Toyota registered J471 NJU looks immaculate when new.

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The six 1992 Caetano Algarve II bodied Volvo B10Ms registered J472-7 NJU are represented by J473 NJU standing alongside Buckingham Bus Station. A comparison with the photograph of G908 WAY on page 1 shows the updated front-end styling and deeper windscreen of the Mark II version of the Algarve body.

Jeffs' Coaches inherited summer express coach services from Percival's Motors of Oxford in 1987 when many of that firm's operations were taken over. The Oxford to Portsmouth, Southsea and Bognor Regis routes had by 1992 at the latest been extended to start from Banbury and the destinations of Bournemouth and Weymouth had been added. The Weymouth service also offered connections to Guernsey and Jersey in association with Condor Ltd. In August 1992 occasional local services were introduced under contract to Northants County Council between Wappenham, Lois Weedon, Weston, Helmdon and Brackley on the first, third and fifth Fridays of each month. On the second and fourth Fridays a similar shopping facility ran from Sulgrave and Helmdon to Brackley.

New rolling stock for 1993 comprised four coaches with a pair of Volvo B6R chassis arriving in February equipped with Caetano Algarve II bodies seating just thirty-five passengers. These were registered K698/9 RNR but unfortunately photographs of them are not at the moment available. The remaining two coaches were delivered in March 1993 and again Dennis Javelin chassis were chosen to carry the Algarve II bodies seating fifty-seven people. K97/8 UFP were the registrations allotted to these coaches.

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K97 UFP had its photograph taken at Jeffs' Coaches Helmdon yard. It was one of two Dennis Javelin coaches bought in 1993 mounted with Caetano Algarve II coachwork.

During 1993 the opportunity arose for Jeffs' Coaches to increase its presence in the Witney area of North Oxfordshire. In April the business of Dore International of Leafield came onto the market. It would appear that Clive Dore had commenced his bus operating concern in June 1967 and during the 1980s expanded from local contracts to the provision of continental tours and excursions under the name of Dore International. Jeffs' Coaches took over Dore's five coaches on 1st May 1993, these comprising two Volvo B10Ms and a pair of DAFs, each with Plaxton Paramount bodies seating fifty-three passengers. The fifth coach was a LAG Panoramic which accommodated forty-nine passengers and also housed a toilet compartment.

The two Volvos were registered 3493 CD and E741 DJO when taken over by Jeffs' although neither were so registered from new in 1985 and 1988 respectively. 3493 CD carried a lower height Paramount 3200-II body whilst E741 DJO was fitted with the taller 3500-II version of the Plaxton coachwork. The two DAFs were both new in 1985 and both were mounted with Paramount 3500-II bodies but again the registrations of B530 BJO and B651 BJO at the time of acquisition by Jeffs' were not these vehicle's original registrations. The same applied to the LAG Panoramic which came to Jeffs' as 9119 CD.



3493 CD a Plaxton Paramount 3200-II bodied Volvo B10M-61 was eight years old when it entered the Jeffs' Coaches fleet from Dore International.

Just three months after incorporating the Leaffield fleet of Dore International into its Witney Depot Jeffs' Coaches acquired the minibus operations of Messrs Willoughby & Harris of Freeland. Whereas Leaffield was a few miles north-west of Witney, Freeland was a few miles to the north-east. Apparently Willoughby & Harris only operated minibuses on local contracts and these Jeffs' took over in August 1993 along with that firm's five newest vehicles. Of these, two Freight-Rover Sherpas were registered C681 CNF and D315 MNC whilst a pair of Ford Transits carried the marks F567 HPP and G956 VVR. The fifth minibus was a DAF registered G933 JKY and the above motors were accommodated at Jeffs' Witney, Downs Road Depot.

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The rear ends of the two Sherpa minibuses are shown above. On the left is C681 CNF which has a body conversion by Dixon Lomas and on the right is D315 MNC who's body was converted by Made to Measure.



Similarly the front ends of the two Ford Transits are shown in these illustrations. F567 HPP on the left featured a Chassis Developments conversion whilst the body of G956 VVR on the right was fitted out by Steedrive.

The four new coaches bought during 1993 together with the ten used coaches and minibuses acquired from Dore and Willoughby & Harris were countered by the withdrawal of five life-expired vehicles, which took the fleet total for the year end to 103. The outgoing rolling stock comprised a Bristol VRT, a Volvo B10M and a Ford Transit bought a couple of year's earlier with the Windrush Valley aquisition; a former Payne's Bedford YRT and Jeffs' Toyota G965 VBC. It may be recalled from earlier parts of this history that John Jeffs possessed a long-held ambition to operate a fleet of 100 buses and coaches and this he achieved in 1993. Not bad for a country bus operator!!! In fact the fleet reached its maximum of 106 (or 107 if a preserved coach is included) in August 1993 before falling by three later in the year.

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Another five examples of the now familiar combination of Volvo B10M chassis paired with Caetano Algarve II coachwork joined Jeffs' rolling stock in March 1994 when they were registered as L35 to L39 CAY. A month later A259 OUD, which was a Ford Transit twelve seat minibus, was imported from the erstwhile Willoughby & Harris fleet. It will be recalled that in the previous year when Jeffs' acquired other parts of the Willoughby & Harris business they took over only the five newest vehicles. Why A259 OUD was not bought at the same time is not now evident, but perhaps Jeffs found they had a requirement for an extra bus at this later date. Seven coaches and minibuses were removed from the books so that the total fleet at the end of the year 1994 dropped by one to 102. The vehicles Jeffs' parted with comprised K699 RNR a Volvo bought new in the previous year; two DAFs and the LAG from the erstwhile Dore's fleet; Volvo E764 HJF previously with Windrush Valley and a pair of Fords from former Basford's and Payne's stock.



The Caetano Algarve II bodied Volvo L35 CAY is seen here approaching Jeffs' Coaches garage at Helmdon. Northamptonshire has no shortage of attractive villages.

Whilst Jeffs' Coaches was a trading partnership between John and Ken Jeffs and not a limited liability company, three subsidiary companies were owned by the Jeffs families. These were Basford's Coaches Ltd, Payne's Coaches & Car Hire Ltd and Silverline Travel Ltd. Furthermore a limited liability company named Jeffs' Coaches Ltd (1383259) had been incorporated on 10th August 1978 but was dormant and not used for normal trading purposes. During 1994 both Jeffs Coaches Ltd and Silverline Travel Ltd were struck off the Register of Companies and dissolved on 7th June 1994.

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Only two new coaches were purchased for 1995 delivery and these comprised two more of the Volvo B10M/Caetano Algarve II combination of chassis and coachwork which Jeffs' found so acceptable. Registered M849/50 LFP both seated fifty three passengers.



Photographed whilst parked at Northampton's Derngate Theatre complex was Caetano bodied Volvo B10M-62 registered M850 LFP in the Jeffs' fleet.

Five older vehicles were displaced from the fleet during 1995 taking the total back down to ninety nine. These included the venerable Bedford YRT registered PNV 957R which was now nineteen years old; the remaining two-year old Volvo B6R registered K698 RNR; Volvo B10M DVV529X which was an accident victim and two former Windrush Valley machines which were a Bedford YRQ and a Bristol VRT.

Disaster hit Jeffs' Coaches in 1995 when on Tuesday 25th April John Jeffs suffered a heart attack at his Brackley home and died at the age of just 59 years. John left a widow, Pam and two daughters, Samantha and Elizabeth to pick up the pieces. John Jeffs was very much a hands-on manager with an intimate knowledge of every facet of the business - in fact impossible to replace. Fortunately, however, he had some very good and loyal staff in situ who were able to assist Ken Jeffs with the new responsibilities he inherited as the surviving partner in the business. John's 75% share of the business initially, of course, passed to his widow, Pam. However, the partnership agreement made on 1st May 1985

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between John and Ken Jeffs provided, in the event of the death of either partner, for the survivor to purchase that share of the business held by the deceased. Ken Jeffs decided to exercise this right at the end of October 1995 and the ensuing negotiations culminated on 8th October 1996 with Ken purchasing his brother's former 75% share from Pam Jeffs.

Whilst these negotiations were ongoing Ken Jeffs formed a Limited Liability company known as Jeffs' Coaches Group Ltd. This was achieved by using an off-the-shelf company named Howper 185 Ltd (3177970) incorporated on 26th March 1996 and changing its name to Jeffs' Coaches Group Ltd on 19th July 1996. This company originally had a nominal capital of £10,000 of which 100 Shares were issued by 10th July 1996 with Ken Jeffs being allotted 74 Shares, his wife Rita 25 Shares and HP Nominees Ltd 1 Share. HP Nominees were part of the Howes Percival Group of Northampton specialising in secretarial services. The purpose of the company was to acquire at market value the share holdings of the late John Jeffs in Basford's Coaches Ltd and Payne's Coaches & Car Hire Ltd. Accordingly on 6th October 1996 the company purchased the 90% of the issued ordinary share capital of Basford's Coaches Ltd owned by John Jeffs' family and the 75% of the share capital in Payne's Coaches & Car Hire Ltd. Ken Jeffs or members of his family already owned the balances of the share capital of both the above companies but these balances did not pass to Jeffs' Coaches Group Ltd in the initial stages. Jeffs' Coaches Group Ltd was therefore a non-trading holding company. The trading companies Basford's and Payne's continued as before together with Ken Jeffs as a sole trader under the title of Jeffs' Coaches.

It is possible that a further two examples of the Jeffs' standard Volvo/Caetano Algarve II coaches had been ordered for 1996 delivery prior to the untimely death of John Jeffs in April 1995. These materialised in May 1996 as N789/90 SJU and again seated fifty-three passengers. Because Ken Jeffs decided to acquire his late brother's share of the business from John's widow, it can be assumed that finance was tight for some time to come. Accordingly the rest of the 1996 intake of rolling stock comprised a motley collection of mostly twenty-year old Bedford or Bristol coaches and a fifteen-year old Volvo.

*The two 1996 Volvo B10M/
Caetano bodied coaches
N789/90 SJU replaced a pair of
similar vehicles bought in 1989
and registered F201/3 PNR.*



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The first of the used batch of coaches arrived in March 1996 and was a 1981 Volvo B58 mounted with a Duple Dominant II body accommodating fifty-three passengers and it proved good for a further eight year's service with Jeffs' Coaches. It was registered RHE 992X.



The secondhand Volvo B58 registered RHE 992X with its Duple Dominant II body looked smart in Jeffs' white, green and red colours.

The rest of the secondhand stock arrived at Helmdon in May 1996 and was intended for school contract work commencing in September of that year, giving three months for preparation and painting. There were four Bedfords and a Bristol LH, the latter having a Plaxton Supreme III Express body seating thirty five. Registered PTT 106R this was not a great success and only ran for Jeffs' for a couple of months. It was not repainted in Jeffs' livery, it merely having its previous owner's logos overpainted in white.



PTT 106R was a Bristol LH6L with Plaxton body that ran for only two months for Jeffs' Coaches in 1996.

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Of the four Bedfords mentioned above PJF 227R was a YLQ model seating forty-five passengers and this was in excellent condition and ran for Jeffs' for eight or nine years.



The Bedford YLQ - P J F 227 R - still looked immaculate with its Plaxton Supreme III body when this photograph was taken in June 1999.

The remaining three Bedford coaches were all YMT models with Duple Dominant I or II bodywork seating fifty three passengers. They were registered MPE 772P, RPE 713R and BNO 686T respectively. RPE 713R remained in service for only two school terms but the other two survived into the next decade.



MPE 772P can be seen on the left in this picture and was one of the Bedford YMT/ Duple Dominant coaches bought secondhand during 1996. The Volvo B58 on the right registered MDS 228V had been bought by Jeffs' five years earlier.

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The Bedford YMT registered RPE 713R with its Duple Dominant body remained in service with Jeffs' only until March 1997 when it was damaged by fire and scrapped. It is seen here as it arrived at Helmdon in its previous owner's livery.



The remaining Bedford YMT, this time with Duple Dominant II coachwork and registered BNO 686T proved to be an asset to the Jeffs' Coaches fleet and gave another five year's service.

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Altogether eight coaches were taken into stock during 1996 and five were withdrawn, which brought the fleet total back up to 102. As mentioned above two Volvos registered F201/3 PNR went in part exchange for the new stock N789/90 SJU and the Bristol LH registered PTT 106R was not successful and was taken out of service after a few weeks, Also outgoing was WVV 826S which was a Bedford YMT and A259 OUD which was a Ford Transit bought from Willoughby & Harris.

Jeffs' Coaches operated a local bus service between Milton Keynes, Buckingham, Bicester and Oxford for a number of years on contract to Buckinghamshire and/or Oxfordshire County Councils. The level of service and terminals varied over the years. For example, in 1996 on Sundays five return journey were provided between Central Milton Keynes and Oxford. On Mondays to Saturdays the route ran between Bletchley and Bicester only with three return journeys but more to Buckingham and Finmere. At the same time other local bus services were operated on Tuesdays between Water Stratford and Buckingham and between Brackley and Buckingham. On Wednesdays Buckingham to Northampton and Swanbourne to Winslow facilities were on offer whilst on Thursdays a Maids Moreton, Buckingham to Banbury route was provided. All these services were market day shopper's routes.

Finally for 1996, it should be recorded that on 27th December Eileen Jeffs, the wife of the late Jack Jeffs, founder of the firm bearing his name died at the age of 89 years. It was only the year before that Eileen had endured the loss of her youngest son John who, as recorded earlier, died suddenly of a heart attack.

No prizes will be offered for guessing the manufacturers of the two new coaches purchased by Jeffs' Coaches for the 1997 season. They were, of course, Volvo B10M-62 chassis combined with Caetano Algarve II bodies, although this time they were equipped with toilet compartments and forty-nine seats. Their registrations were P180/1 ANR. In addition to these two new vehicles Jeffs' re-purchased from a dealer two similar machines that they had disposed of as recently as January 1997. These were J473/5 NJU, returning to the fleet after a short absence of just ten months.



P181 ANR was only a week or two old when photographed at Helmdon depot in March 1997. Mounted on a Volvo B10M-62 chassis the Caetano Algarve II coachwork was one of those timeless designs that never seemed to date during the vehicles working life

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As far as secondhand acquisitions were concerned, apart from J473/5 NJU mentioned above, just two further Volvo coaches were taken into stock during the year 1997. The first was a Plaxton Viewmaster bodied Volvo B58 that was some twenty years old and registered RIJ 3987. When repainted into Jeffs' colours it was allocated to the Payne's Buckingham based fleet. The second Volvo was a B10M model which carried a Duple Caribbean body accommodating forty-nine passengers.



Although twenty years old when bought by Jeffs' Volvo RIJ 3987 still gave its new owners three year's service.

Considerable retrenchment of the Jeffs' Coaches business took place during 1997 when a ten percent reduction in the fleet was noted. Altogether sixteen older coaches were disposed of although two of them were later bought back as previously indicated. Five mid-life Volvo/Caetano coaches registered F202/4/5 PNR and H183/4 EJF were parted with together with three elderly Bedford YMTs and three Ford R114s. Additionally a Leyland Leopard and a couple of minibuses were also placed on the disposal list. Overall the fleet total dropped from 102 to 92 by the year end.

It is perhaps appropriate at this point to reflect on the properties occupied by Jeffs' Coaches and these were as follows:-

- | | |
|-----------------|---|
| Helmdon - | Main administrative centre.
Workshops - 4 bays, 3 pits.
2¼ acres plus hardstanding for coach parking. |
| Greens Norton - | Offices and workshops - 6 bays, 1 pit.
Hardstanding for coach parking. |

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- Buckingham - Offices and workshops - 2 bays, 3 pits.
1700 sq yds hardstanding for coach parking.
- Witney - Town Centre sales office.
- Minster Lovell - Coach park, office and messroom (Portacabins).
- Banbury - Town Centre sales office

No mention has previously been made of the Banbury property sited in Parsons Street. This was a travel and inclusive tours business that John Jeffs had set up on 1st October 1984 and managed by Ronnie Johnson who had previous business connections with Jeffs' Coaches. Ronnie Johnson and his staff built up a thriving business over the following twenty-one years organising Jeffs' national and international tours and holiday programmes and winning several awards.

All the above properties were leased. At this same time the business mix of Jeffs' operations was calculated as Private Hire - 33%; Contracts - 28%; Tour Operators - 22%; Own Tours - 12% and Local Bus Services - 5%. The tour operators to whom vehicles were hired in 1997 were PGL Activity Holidays, Travel Sphere, Newmarket Promotions and SAGA. The local bus services varied over the years as contracts put out to tender by Buckinghamshire, Northamptonshire and Oxfordshire County Councils in particular were won and lost.

Following the fleet reduction of 1997 it was not surprising that only one new coach could be bought in 1998 and that was R490 UFP, yet another Volvo B10M/Caetano Algarve II combination. In addition another two similar coaches registered H183/4 EJF disposed of in December of the previous year were hired in April 1998 from the dealer to whom they were sold. The intake of three coaches was matched by the disposal of three older machines which were the Bedford/Duple Dominant WVV 829S, Volvo/Duple Caribbean A933 YOX and Volvo/Caetano Algarve F206 PNR.

The final Volvo B10M with Caetano Algarve II coachwork to be bought new by Jeffs' Coaches was R490 UFP shown here.



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The first vehicle to be acquired in 1999 came in April and was a twenty-year old Bedford YMT with Duple Dominant II bodywork and registered HEC 401T. It was not acquired for operational purposes but as a source of spare parts to keep other similar Bedfords in the fleet roadworthy.



HEC 401T was bought for cannibalisation and it fulfilled its purpose in this respect as can be seen from this illustration.

The only new vehicle to be taken into stock during 1999 was an unusual Iveco with an Indicar Maxim body seating just twenty-nine passengers. It was a distinctive looking machine that was quite popular with a number of Jeffs' clients who repeatedly asked for it when booking hires during the first few years of its life. Registered T865 JBC it remained operational for Jeffs' until the demise of the firm.



T865 JBC is seen here at Helmdon with its Indicar Maxim body mounted on an Iveco Euro-Midi chassis.

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In June 1999 a pair of good secondhand Volvo B10Ms with Jonckheere Deauville forty-nine seater bodies that had previously been in the fleet of Rennie of Dumfermline were taken into stock and these were retained for a couple of years until new coaches replaced them.



N670 HSC was only three years old when acquired by Jeffs' Coaches in 1999. It had a Jonckheere Deauville body mounted on its Volvo B10M-62 chassis.

To cater for school contracts three of Jeffs' elderly Bristol VRT double deckers, namely AUD 465R, CJO 466R and VRP 51S, were replaced by four former City of Oxford Leyland Olympians registered WWL 209 to 211X and TPD 118X, all in excellent condition having only just come out of service with their previous owner.



Representing the three WWL registered Leyland Olympians is WWL 209X photographed with its Eastern Coach Works body at Buckingham Depot.

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By contrast Leyland Olympian TPD 118X carried a Roe body seating seventy-two passengers.

During 1999 the fleet total fell by another five vehicles as thirteen were taken out of stock, giving a year-end figure of 87. Apart from the three Bristol VRTs mentioned above and HEC 401T acquired for spares, the other nine machines exiting the Jeffs' fleet were Bedford YMT VYU 758S; Leyland Leopards 647 PJO and VBW 846; Volvos MDS 228V and H183/4 EJF; Ford Transits F567 HPP and G956 VVR and Toyota J470 NJU.

It may be recalled that Ken Jeffs had in 1996 formed Jeffs' Coaches Group Ltd to acquire the share capital of Basford's Coaches Ltd and Payne's Coaches & Car Hire Ltd owned by his late brother John and/or his family. On 19th November 1999 the name of the company (3177970) was changed to Jeffs' Coaches Ltd, and that brings this part of the story of Jeffs' Coaches to a close.

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The Author is grateful to the late John, Ken and Rita Jeffs, and in particular to John's wife Pamela for information supplied regarding Jeffs' Coaches without which this account would have been less complete. Thanks are also extended to Adam Floyd for his assistance in checking the vehicle data and to Matthew Bullock for information concerning the Windrush Valley, Dore International and Willoughby & Harris operations.

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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			
12/01→	G907 WAY YSV 815	Volvo	B10M-60	021689	Caetano Algarve	C53F	958024	2/90	—	by 8/10	—	Scrapped 4/12	
1/09→	G907 WAY G908 WAY	Volvo	B10M-60	021698	Caetano Algarve	C53F	958025	2/90	—	10/12	—	Humbert, Towcester/ Johnson, Goxhill	
6/01→	ESU 635	Volvo	B10M-60	022095	Caetano Algarve	C53F	958026	2/90	—	by 8/10	—	Scrapped 4/12	
2/09→	G908 WAY G909 WAY												
12/01→	5615 RO	Volvo	B10M-60	022096	Caetano Algarve	C53F	958029	2/90	—	10/12	—	Humbert, Towcester/ Jophnson, Goxhill	
11/09→	G909 WAY G910 WAY												
12/01→	147 VKN	Volvo	B10M-60	022097	Caetano Algarve	C53F	958030	2/90	—	1/08	—	Scrapped 5/12	
5/10→	G910 WAY G911 WAY												
12/01→	VNP 893	Volvo	B10M-60	022098	Caetano Algarve	C53F	958031	2/90	—	1/09	—	Scrapped 5/12	
2/09→	G911 WAY G912 WAY												
12/01→	872 KMY	Volvo	B10M-60	021596	Caetano Algarve	C53F	958015	4/90	—	1/02	—	Destroyed by fire	
2/09→	G912 WAY G913 WAY												
12/01→	XWG 254	Volvo	B10M-60	022100	Caetano Algarve	C53F	958033	4/90	—	3/00	—	Reliant, Heather	
	G914 WAY												
	G162 XJF	M.A.N.	10-180 HOCLR	54955	Caetano Algarve	C35F	958042	4/90	—	1/92	—	Parke, Nottingham	
	G163 XJF	M.A.N.	10-180 HOCLR	55123	Caetano Algarve	C35F	958046	4/90	—	3/92	—	Buckley, Killarney	
	NFX 447P	Bedford	YMT	FW454645	Plaxton Supreme III	C53F	7611TC 114	7/76	4/90	by 4/01	Windrush Valley, Witney (22)	Wigley, Carlton 10/01	
	ADC 277A	Bedford	YLQ	GW450995	Plaxton Supreme III	C45F	7710QCM 063	3/77	4/90	by 10/01	Windrush Valley, Witney (20)	Wigley, Carlton 10/01	
Ex-	PKU 621R	Leyland	Leopard PSU3E/4R	7807214	Plaxton Supreme IV	C53F	7911LC 066	4/79	4/90	1/02	Windrush Valley, Witney (21)	Destroyed by fire	
Ex-	EWV 206T	Leyland	Leopard PSU3E/4R	7901116	Duple Dominant II Express	C49F →C53F by 7/99	934/5331	9/79	4/90	1/02	Windrush Valley, Witney (16)	Destroyed by fire	
6/01→	EWV 206T YFC 16V												
	YFC 17V	Leyland	Leopard PSU3E/4R	7901832	Duple Dominant II Express	C49F	934/5332	9/79	4/90	by 8/03	Windrush Valley, Witney (17)	Scrapped by 1/04	

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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			
F480 AKC	Mercedes-Benz	609D	668063-20-869193	N.West Ch. Sales	C24F	—	3/89	4/90	by 1/07	Windrush Valley, Witney (2)	Scrapped	
C439 JCK	DAF	MB230DK	261793	Duple 340	C57F	8591/0256	10/85	4/90	by 6/90	Windrush Valley, Witney (11)	Prentice, West Calder	
LHK 88P	Bedford	VL600 YRQ	EW455562	Duple Dominant	C45F	515/2089	8/75	4/90	by 2/95	Windrush Valley, Witney (19)	Store Shed by 2/95 Scrapped by 4/97	
D841 XPJ	Kassbohrer	S215HD	1790000 1035078	Kassbohrer	C49FT	—	10/86	4/90	by 8/91	Windrush Valley, Witney (15)	Wilson, Blaydon	
B702 GJR	Volvo	B10M-61	007993	Duple 340	C55F	8673/0425	1/85	4/90	by 8/91	Windrush Valley, Witney	A.M.R., Bedfont	
GPV 516	Volvo	B10M-61	004685	Duple Laser	C53F	349/7015	3/83	4/90	5/93	Windrush Valley, Witney (23)	Circle Line, Gloucester	
Ex-MSU 599Y EYH 809V	Leyland	Leopard PSU3E/4R	7930032	Duple Dom. II Exp Dormobile	C49F	034/5332	5/80	4/90	by 4/97	Windrush Valley, Witney (18)	Scrapped	
XBW 4X	Ford	Transit	BDVPBE 35623		B16F	10430	7/82	4/90	by 4/92	Windrush Valley, Witney (4)		
B109 XJO	Ford	Transit 160D	BDVPEL 64799	Carlyle	C16F	CBS8	3/85	4/90	10/93	Windrush Valley, Witney (3)	Gone by 11/99	
E764 HJF	Volvo	B10M-61	008167	Caetano Algarve	C53F	758014	4/88	4/90	5/94	Windrush Valley, Witney (12)	Ians, Nuneaton	
OTA 293G	Bristol	VRT/SL6G	SL/125	E.C.W.	H39/31F	17318	4/69	4/90	10/93	Windrush Valley, Witney (6)	Caniballised for spares	
WCD 519K	Bristol	VRT/SL6G	SL2/228	E.C.W.	H39/31F	18941	10/71	4/90	by 9/95	Windrush Valley, Witney (5)	Oxford Bus Museum	
VYU 758S	Bedford	YMT	HW453760	Duple Dominant II	C53F	817/2577	5/78	6/90	by 5/99	Plustrans, Gillingham	Wigley, Carlton 10/01	
NDU 765P	Ford	R1114	BC04RM 63151	Duple Dominant	C53F	623/4364	-/76	7/90	by 4/97	Webster, Pattishall	Scrapped by 1/99	
H409 CJF	Toyota	HDB30R	000005	Caetano Opimo II	C21F	051092	11/90	—	by 1/04	—	Wigley, Carlton by 4/07	
MDS 228V	Volvo	B58-61	14372	Duple Dominant II	C57F	049/7026	3/80	2/91	5/99	Tansey, Warrington	Wigley, Carlton 5/99	
H183 EJF	Volvo	B10M-60	023519	Caetano Algarve	C49FT	058021	5/91	—	12/97	—	Reliant, Heather	
H184 EJF	Volvo	B10M-60	023500	Caetano Algarve	C49FT	058020	5/91	—	12/97	—	Reliant, Heather	
GDG 442V	Leyland	Leopard PSU3E/4R	7900745	Plaxton Supreme IV Express	C53F	7911LX 655	8/79	3/91	by 10/03	Pulham, Bourton		

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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			
FDF 276T	Leyland	Leopard PSU5C/4R	7901279	Plaxton Supreme IV	C57F	7912LC 020	6/79	3/91	by 5/01	Pulham, Bourton	Wigley, Carlton 11/01	
J520 LRY	Dennis	Javelin	12SDA1919/598	Caetano Algarve	C53F	058025	9/91	—	by 4/12	—	Scrapped 4/12	
J521 LRY	Dennis	Javelin	12SDA1919/619	Caetano Algarve	C53F	058031	9/91	—	by 12/08	—	Scrapped 4/12	
VRP 45S	Bristol	VRT/SL3/6LXB	SL3/439	Alexander	H45/27D	AL56/2274/11	2/78	c9/91	by 8/04	Northampton T'port (45)	Wigley, Carlton 6/05	
VRP 51S	Bristol	VRT/SL3/6LXB	SL3/526	Alexander	H45/27D	AL56/2274/12	2/78	c9/91	3/99	Northampton T'port (51)	Wigley, Carlton 10/01	
VVV 66S	Bristol	VRT/SL3/6LXB	SL3/971	Alexander	H45/27D	AL56/2274/2	11/77	c9/91	by 4/05	Northampton T'port (66)	Scrapped	
J470 NJU	Toyota	HDB30R	0001519	Caetano Optimo II	C18F	151256	4/92	—	5/99	—	Zamir, Khan & Parry, Burton	
J471 NJU	Toyota	HDB30R	0001523	Caetano Optimo II	C18F	151260	4/92	—	3/09	—	Scrapped by 4/12.	
2/99→ J472 NJU	Volvo	B10M-60	023783	Caetano Algarve II	→C21F c12/01 C49FT	050013	4/92	—	10/12	—	GHA, Ruabon	1
J473 NJU	Volvo	B10M-60	025679	Caetano Algarve II	C49FT	258001	5/92	—	1/97	—	Caetano, Heather/Wilson, Carnwath	
12/99→ J474 NJU	Volvo	B10M-60	025680	Caetano Algarve II	C49FT	258002	5/92	—	10/12	—	Jeffs Travel Ltd	
J475 NJU	Volvo	B10M-60	025681	Caetano Algarve II	C49FT	258003	5/92	—	1/97	—	Caetano, Heather/Wilson, Carnwath	
10/00→ J476 NJU	Volvo	B10M-60	025682	Caetano Algarve II	C49FT	258004	5/92	—	10/12	—	Jeffs Travel Ltd	
3/01→ J477 NJU	Volvo	B10M-60	025683	Caetano Algarve II	C49FT	258005	5/92	—	10/12	—	Jeffs Travel Ltd	
K698 RNR	Volvo	B6R	005011	Caetano Algarve II	C35F	259001	2/93	—	4/95	—	Yeates, Loughboro'/MCT, Motherwell	
K699 RNR	Volvo	B6R	005010	Caetano Algarve II	C35F	250002	2/93	—	9/94	—	Exported to Sweden	
K97 UFP	Dennis	Javelin	12SDA2101/670	Caetano Algarve II	C57F	158203	3/93	—	4/12	—	Scrapped 4/12	
K98 UFP	Dennis	Javelin	12SDA2101/671	Caetano Algarve II	C57F	158204	3/93	—	10/12	—	Jeffs Travel Ltd	

Notes: 1 - J472 NJU resealed C35FT plus physiotherapist's couch c 4/97 for use of football team and to C49FT by 4/99.

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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-4/02→	3493 CD B531 BML B531 BML	Volvo	B10M-61	009232	Plaxton Paramount 3200-II	C53F	8512VPP 2C004	2/85	5/93	by 6/05	Dore, Leafield	Wigley, Carlton 6/05	
Ex-Prev Orig	B530 BJO 1991 CD 3600 CD B878 AJX	DAF	MB200 DKFL600	243643	Plaxton Paramount 3500-II	C53F	8512DZH 2C756	4/85	5/93	6/94	Dore, Leafield	Wilson & Seaborn, Epping	
Ex-Prev Orig	B651 BJO 1576 CD MIB 9246 B633 OFF	DAF	SB2300 DHS585	245451	Plaxton Paramount 3500-II	C53F	8512DRH 2C02N	5/85	5/93	4/94	Dore, Leafield	Dover, Hetton-le-Hole	
Ex-Orig	E741 DJO 6504 CD E665 UNE	Volvo	B10M-61	16194	Plaxton Paramount 3500-III	C53F	8812VMH 3C08N	2/88	5/93	by 5/07	Dore, Leafield	Scrapped	
Ex-9/93→	9119 CD F121 LUD ESU 974	LAG	Panoramic	G355Z373	LAG	C49FT	—	3/89	5/93	5/94	Dore, Leafield	Dixon, Wednesbury	
	C681 CNF	Freight Rover	Sherpa 350D	242057	Dixon Lomas	C16F		3/86	8/93	by 4/97	Willoughby & Harris, Freeland	Scrapped	
	D315 MNC	Freight Rover	Sherpa 350D	801522	Made to Measure	C16F		2/87	8/93	3/97	Willoughby & Harris, Freeland	Wigley, Carlton 10/01	
	F567 HPP	Ford	Transit	BDVVJR 29953	Chassis Developmts	C16F	22787	8/88	8/93	by 8/99	Willoughby & Harris, Freeland	Wigley, Carlton 10/01	
	G933 JKY	DAF	400	CN848856	Crystals	C16F	—	9/89	8/93	by 7/00	Willoughby & Harris, Freeland	Scout Troop, Northants	
	G956 VVR	Ford	Transit	BDVWJY 92102	Steedrive	C16F	S165	4/90	8/93	by 7/99	Willoughby & Harris, Freeland	Wigley, Carlton by 2/02	
12/01→	L35 CAY 487 VYA	Volvo	B10M-62	040197	Caetano Algarve II	C53F →C49FT c4/02	358003	3/94	—	10/12	—	Jeffs Travel Ltd	
	L36 CAY	Volvo	B10M-62	040212	Caetano Algarve II	C53F	358004	3/94	—	1/00	—	Yeates, Loughborough/Telfer, Carfin	
	L37 CAY	Volvo	B10M-62	040223	Caetano Algarve II	C53F	358005	3/94	—	1/00	—	Yeates, Loughborough/Telfer, Carfin	
12/01→	L38 CAY VXT 571	Volvo	B10M-62	040224	Caetano Algarve II	C53F →C49FT c4/02	358006	3/94	—	10/12	—	Jeffs Travel Ltd	

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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			
12/01→	L39 CAY 938 HNM	Volvo	B10M-62	040225	Caetano Algarve II	C53F →C49FT c4/02	358007	3/94	—	10/12	—	Jeffs Travel Ltd	
	A259 OUD	Ford	Transit	BDVVEA 46721	Cheshire Continental	12	—	5/84	4/94	by 8/96	Willoughby & Harris, Freeland	Converted to van by 8/96	
	M849 LFP	Volvo	B10M-62	042465	Caetano Algarve II	C53F	458034	4/95	—	10/12	—	Jeffs Travel Ltd	
	M850 LFP	Volvo	B10M-62	042466	Caetano Algarve II	C53F	458035	4/95	—	10/12	—	Jeffs Travel Ltd	
Ex- Orig	RHE 992X 858 BXU JBX 694X	Volvo	B58-56	16532	Duple Dominant II	C53F	147/6020	11/81	3/96	5/04	Godson, Crossgates	Accident, scrapped by 5/05	
	N789 SJU	Volvo	B10M-62	044627	Caetano Algarve II	C53F	658012	5/96	—	6/01	—	CoachEurope, Enderby/ Guideissue, Biddulph	
	N790 SJU	Volvo	B10M-62	044633	Caetano Algarve II	C53F	658015	5/96	—	6/01	—	CoachEurope, Enderby/ Guideissue, Biddulph	
	PJF 227R	Bedford	YLQ	EW455524	Plaxton Supreme III	C45F	7610QC 019	9/76	5/96	by 7/05	Ron, Ashington	Wigley, Carlton 11/05	
	MPE 772P	Bedford	YMT	FW453884	Duple Dominant	C53F	617/2453	7/76	5/96	by 7/05	Shearer, Mayford	Wigley, Carlton 11/05	
	RPE 713R	Bedford	YMT	FW455077	Duple Dominant	C53F	717/2317	4/77	5/96	3/97	Shearer, Mayford	Fire damage	
	PTT 106R	Bristol	LH6L	LH 1316	Plaxton Sup III Exp	C39F	7710BXM 507	12/76	5/96	11/96	Nu-Venture, Aylesford	Welsh, Northampton 7/99	
	BNO 686T	Bedford	YMT	HW454145	Duple Dominant II	C53F	818/2768	8/78	7/96	by 5/01	Begent, Fernhurst	Wigley, Carlton 11/01	
	P180 ANR	Volvo	B10M-62	045282	Caetano Algarve II	C49FT	658034	2/97	—	1/02	—	Destroyed by fire	
4/05→	P181 ANR NUI 4181 RIJ 3987	Volvo	B10M-62	045283	Caetano Algarve II	C49FT	658035	2/97	—	10/12	—	Jeffs Travel Ltd	
Ex-	TGD 996R	Volvo	B58-56	007476	Plaxton Viewmaster	C53F	7711VCV 006	3/77	2/97	4/00	Haugh, Muswell Hill	Wigley, Carlton c2/02	

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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			
	A933 YOX Ex- MIL 2273 Prev A97 ODY Prev DJI 654 Orig A272 GJU	Volvo	B10M-61	005628	Duple Caribbean	C49FT	349/7071	11//83	5/97	8/98	Millership, Dudley	Worrall, Stourport	
6/00→	J473 NJU 195 JOH	Volvo	B10M-60	025679	Caetano Algarve II	C49FT	258001	5/92	12/97	10/12	Caetano, Heather/ Wilson, Carnwath	Jeffs Travel Ltd	
9/00→	J475 NJU TGY 698	Volvo	B10M-60	025681	Caetano Algarve II	C49FT	258003	5/92	12/97	10/12	Caetano, Heather/ Wilson, Carnwath	Jeffs Travel Ltd	
4/05→	R490 UFP NKZ 2490	Volvo	B10M-62	046253	Caetano Algarve II	C49FT	658088	3/98	—	10/12	—	Jeffs Travel Ltd	
	H183 EJF	Volvo	B10M-60	023519	Caetano Algarve	C49FT	058021	5/91	4/98	12/99	Caetano, Heather	Reliant, Heather	
	H184 EJF	Volvo	B10M-60	023500	Caetano Algarve	C49FT	058020	5/91	4/98	12/99	Caetano, Heather	Reliant, Heather	
	HEC 401T	Bedford	YMT	HW453199	Duple Dominant II	C53F	817/2590	1/79	4/99	4/99	Harwood, Wallasey	Acquired for spares Scrapped by 10/01 Jeffs Travel Ltd	
4/05→	T865 JBC VVV 66S	Iveco	Euro-Midi CC80.E18	SBC480DW 02269438	Indicar Maxim	C29F		5/99	—	10/12	—		
	N670 HSC Ex- LSK 479 Prev N681 GSC	Volvo	B10M-62	043551	Jonckheere Deauville	C49FT	23767	3/96	6/99	5/01	Rennie, Dunfermline	CoachEurope, Enderby	
	N671HSC Ex- LSK 478 Prev N680 GSC	Volvo	B10M-62	0435500	Jonckheere Deauville	C49FT	23766	3/96	6/99	6/01	Rennie, Dunfermline	CoachEurope, Enderby/ Cresswell, Moira	
	WWL 209X	Leyland	Olympian ONLXB/1R	ON293	E.C.W.	H47/28D	25146	6/82	6/99	12/09	City of Oxford (209)		
	WWL 210X	Leyland	Olympian ONLXB/1R	ON296	E.C.W.	H47/28D	25147	7/82	6/99	11/00	City of Oxford (210)	Accident/ Wigley, Carlton 12/00	
	WWL 211X	Leyland	Olympian ONLXB/1R	ON297	E.C.W.	H47/28D	25148	7/82	6/99	by 11/09	City of Oxford (211)	Weaver, Newbury 11/09	
	TPD 118X	Leyland	Olympian ONTL11/1R	ON284	Roe	H43/29F	GO8608	5/82	8/99	2/10	City of Oxford (978)	Barcadia Media, Blackpool	

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