

**Victoria Coach Station 90th Anniversary Running Day
– Sunday 24 July 2022**

Coach Photographs

**Registration Year new
Chassis / Body
Original Operator Fleet No.
Brief history**



© Carl Berry

**EMW284 1947
Bristol L6B / Beadle
Wilts & Dorset No. 279**

Although a 1947 chassis, the coach was not bodied and licenced until 1949. The body was rebuilt to its present form by the company in 1957. It was withdrawn from service in 1962 and used by groups in the Andover area. 279 was acquired by present owner in 1983. These vehicles were regular visitors to Victoria Coach Station as duplicates on Royal Blue services. They were also used on weekend Forces leave services to and from the various military establishments on Salisbury Plain.

Entered by Lionel Tancock, Temple Cloud



© Chris Heaps

**LTA729 1951
Bristol LL6B / Duple
Royal Blue No. 1250**

Fleet no. 1250, this was the first 30 feet long vehicle delivered to Royal Blue when the allowable length was increased. With the luxurious Duple coachwork and distinctive Royal Blue features of roof luggage container and side destination blinds, this was the ultimate development of the front engine traditional 'half-cab' design. Royal Blue was the largest express coach operator in the South of England and 1250 was used on its express coach network from Bournemouth, Plymouth and finally Penzance depots until 1963. Although sold for scrap after service with two Somerset bus operators on school services, it was rescued for preservation. Acquired by the present owner in 1972, 1250 underwent a full restoration between 1985 and 2004 returning to the road for the 125th anniversary of Royal Blue in 2005. In June 2022 we celebrated 50 years of ownership!

Entered by Colin Billington, Maidenhead



NHY947 1951

**Bristol LWL6B / Eastern Coach Works
Bristol Tramways & Carriage Co. No. 2815**

This Bristol Greyhound coach, an eight feet wide Bristol LWL, was delivered in 1951 with Bristol's own AVW engine and a fully fronted Eastern Coach Works 35-seat coach body. After a full life on express services, she went into preservation with the Company's own preservation group, before passing on eventually to an Essex coach operator who had her fully restored but then exported to Holland. 2815 was purchased by the present owner in 2007 and repatriated to the UK since when she has been extensively restored to original condition.

**Entered by Michael Walker, Wells on
behalf of the Bristol Omnibus Vehicle
Collection**



FFN446 1951

**Leyland TD5/ Beadle
East Kent Road Car Co.**

FFN446 is the second of a batch of three 35-seat coaches delivered to East Kent in June 1951, to help meet the needs of the boom in post-war coach travel. The coach was constructed by J C Beadle of Dartford, utilising the chassis and running units of a Leyland TD5 double-deck bus, dating from November 1938. The overhauled chassis was used to provide the basis for a modern looking coach at a time when demand was high and delivery periods for completely new vehicles were long. The entire TD5 chassis is incorporated, but with the front and rear halves moved apart by about 3' 6" and a third section of propeller shaft added. The gap is bridged simply by massive aluminium extrusions that integrate the body and the 'sub frames'. During its early years with East Kent it would have worked Express services to London and along the coast to Bournemouth, but in later life it was used mostly on Private Hires and Excursion duties. In June 1972 it was first acquired for preservation by the present owner.

Entered by Richard Perry, Southampton.



© Chris Drew

MOD973 1952

**Bristol LS6G / Eastern Coach Works
Southern National (Royal Blue) No. 1286**

Fleet no. 1286 was one of 79 Bristol LS coaches delivered new to Western and Southern National between 1952 and 1957, this being one bodied for frontline work on Royal Blue express services with a camel-back roof luggage bay. It was the first 8ft wide vehicle delivered when the maximum width was increased by six inches to give greater passenger comfort as people grew larger with improving living standards in the post-war period. Based at Royal Blue's principal depot in Bournemouth, 1286 was used over a period of 16 years on front-line express services before being withdrawn. It saw 14 years' further service, then 26 in preservation before being acquired by Colin Billington in 1998. A major restoration carried out by Colin, was completed by TV&GWOT with which it is now on long-term loan as part of the fleet run for public benefit.
Entered by TV&GWOT, Maidenhead



© Chris Drew

FDV803V 1980

**Leyland PSU3E/4R / Plaxton Supreme 4
Western National (Royal Blue) No. 3547**

3547 was one of 12 Plaxton Supreme 4 bodied Leopards entering service in Royal Blue's Centenary year of 1980. It had 'bus grant' folding doors and was used on both express coach and stage carriage bus operations. Originally in National white livery, it carried Centenary decals by its Royal Blue fleetnames. Initially working from Plymouth on express services, it was then transferred to Devon General which was the first National Bus Co. subsidiary to be privatised. It was fitted with a Leyland TL11 engine in 1986. It was transferred to Thames Transit in 1990, to Southern National in 1991, and to North Devon in 1992. 3547 was bought by its present owner in 2002 and restored to original 1980 livery.

Entered by Colin Billington, Maidenhead



© Charissa Bartram

E206BOD 1988

Dennis / Duple 425

Wester National No. 2240

2240 was the first of three Duple 425s taken into the Western National fleet in 1988 and initially allocated to National Express Rapide service 547 from Penzance to Aberdeen. In 1994 it was sold and passed to South Wales Transport, before returning to Western National in 2003, as 2105 for rail replacement work. It was again sold in 2004 and did rail replacement and schools work until bought for preservation in 2010 and has been restored to the Rapide livery. Through 2022, 2240 is playing a part in the Victoria Coach Station 90th anniversary events and the livery celebrates 50 years of National Express white coaches.

Entered by Colin Billington, Maidenhead
