



Epsom Coaches



**Final Fleet List
1920 - June 2017**



1921 Lancia/Warwick

1920 — 1939

Introduction

Epsom Coaches was founded by Herbert Roderick Richmond in 1920. Known as "HRR" his initials still feature on many of the number plates of today's modern fleet.

This brochure details the bus and coach fleet operated from those early days up to 2017 covering over 550 coaches and in later years, buses.

The Company also operated horse transport from 1920 until 1953. Details of these vehicles were not recorded and are therefore not included. The listing also excludes the numerous support vehicles used over the years, ranging from cars to heavy recovery and hired buses and coaches.

We would like to thank Geoff Heels for his assistance in compiling this list.

1920 – 1939

The Company's first new vehicle was a Ford Model T "Charabanc", affectionately known as the "Epsom Belle", first registered in 1920. A wide variety of Charabancs were soon replaced by covered saloon coaches as we moved towards the 1930's and the Second World War.

All the Company's coaches were purpose built and carried only passengers, unlike many at the time, which had the dual purpose of carrying goods as well!

At the outbreak of the war, the Company operated 6 motor coaches and 6 horse boxes.

| | | | |
|---------|---|------|------|
| P6231 | Ford Model 'T' Charabanc "Epsom Belle" | 14 | 1920 |
| P5180 | Lancia Charabanc "Annie Laurie" | 18 | 1920 |
| PB8058 | Lancia Z Type Warwick Charabanc | 17 | 1921 |
| PA9538 | Straker-Squire Burtonshaw | | 1921 |
| Unknown | Thornycroft Charabanc (Solid Tyres) | 28 | 1922 |
| Unknown | Thornycroft Charabanc (Solid Tyres) | 28 | 1922 |
| Unknown | AEC B Type Charabanc (Solid Tyres) | 26 | 1924 |
| Unknown | Thornycroft Charabanc (Solid Tyres) | 28 | 1925 |
| Unknown | Lancia | | 1925 |
| UU5955 | Albion PR28 Viking Six 7040J London Lorries | 31 | 1929 |
| PK1815 | Reo Speed Wagon | C20F | 1928 |
| PL503 | Gilford 1680T Duple | C32F | 1932 |
| PK7883 | Albion PM28 7043B Duple Half Cab 4274 | C31F | 1929 |
| PK5568 | Lancia | | 1932 |
| PJ4824 | Bedford WLB 108350 Duple | C20F | 1933 |
| PJ5953 | Bedford WLB 108594 Duple | C20F | 1933 |
| BPG516 | Bedford WLB 109457 Duple Vista | C20F | 1934 |
| GPC408 | Bedford WTB 111974 Duple Vista II 4885/2 | C25F | 1938 |
| GPE744 | Bedford WTB 111974 Duple Vista II 4886/2 | C25F | 1938 |

Key:

C - Coach B - Bus 24 - Seats F - Front Door D - Double Door 1990 - Year of vehicle

1939 – 1953

At the outbreak of the Second World War, the Company not only operated coaches but also horse transport, for which no records exist. The government requisitioned all but one of the combined fleet.

Both of Mr Richmond's sons were called up and tragically Jack, his eldest son was killed in action.

Mr Richmond continued to drive the sole remaining coach PK7883, an Albion half cab, bodied by Duple which saved the business through the war years carrying local school children and prisoners of war.

Progress after the war was difficult as none of the requisitioned vehicles came back into the fleet. Rationing was in place and new vehicles scarce, so many pre-war vehicles came back into use.

The first new coach since 1938 was purchased during the war in 1944, followed by a whole range of new models which by the early fifties were reflective of an era that many regard as the heyday of coaching in the UK.

The business was booming and expanded with the acquisition of Leatherhead Coaches and Bookham Saloon Coaches in 1953, with additional garage facilities in Bookham aiding post war expansion.

1951 AEC Regal/Whitsun



1939 — 1953

| | | | |
|--------|--|-------|------|
| KPA91 | Bedford OWB 22861 Duple Utility 39081 | UB32F | 1944 |
| KPD329 | Bedford OB 12795 Duple Vista 42112 | C27F | 1946 |
| LPC62 | Bedford OB 40308 Duple Vista 43350 | C29F | 1947 |
| LPC938 | Bedford OB 47163 Duple Vista 43351 | C29F | 1947 |
| FFD367 | Bedford OWB 30676 Duple Utility/Vista | UB32F | 1948 |
| MPB666 | Bedford OB 73185 Duple Vista 43352 | C29F | 1948 |
| MPE651 | Maudsley Marathon 2 Whitson (Half Cab) | C33 | 1948 |
| MPG625 | Maudsley Marathon 2 Whitson (Half Cab) | C33 | 1948 |
| MPL534 | Crossley SD42 97847 Whitson (Half Cab) | C33 | 1949 |
| NPA626 | Austin CXB 138557 Whitson | C29 | 1949 |
| NPB741 | Crossley SD42 97900 Whitson (Half Cab) | C33 | 1949 |
| NPC416 | Bedford OB106948 Duple Vista 46505 | C29F | 1949 |
| NPD239 | Bedford OB112001 Duple Vista 46506 | C29F | 1949 |
| OPC286 | Bedford OB136582 Duple Vista 47997 | C29F | 1950 |
| OPF331 | AEC Regal III 9621A994 Whitson | FC35F | 1950 |
| PPE908 | AEC Regal IV 9821E457 Whitson | C41C | 1951 |
| PPF490 | Bedford SB 1282 Duple Vega MK1 | C33F | 1951 |
| PPH698 | Bedford SBG 2138 Duple Vega MK1 | C33F | 1951 |
| PPJ333 | Maudsley Marathon 3 Whitson | C35 | 1951 |
| RPJ304 | AEC Regal IV Yeates 305 | C41C | 1952 |
| MXV73 | Bedford SB 9059 Gurney Nutting | C38F | 1952 |
| RPD222 | Bedford SB 1685 Gurney Nutting | C33F | 1953 |
| TPE550 | Bedford SBG 18557 Yeates Riviera 371 | C35F | 1953 |
| TPE332 | Bedford SB 18233 Yeates Riviera 372 | C35F | 1953 |

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1959 Bedford
Burlingham Seagull

1954 – 1960

In this golden era for coaching in the UK, a large number of vehicles were purchased in the six years from 1954, majoring on Bedford chassis, but with a range of bodies including those from Yeates, Duple and for the first time, a smaller mini-bus based on an Austin J2 chassis, taking advantage of the requirement for smaller groups.

The maximum seating capacity in those days was 41 seats and this would have been considered a large vehicle given the restrictions that existed at the time.

It should be remembered that these coaches although stylish, were relatively basic and certainly did not have the comforts of today's vehicles. However, Epsom Coaches were at the forefront of high specification coaches, which included such luxuries as heaters and armrests!

Prices were rising fast throughout the fifties. In the first part of the decade a 1951 Bedford SB cost £1,800 including purchase tax. By 1959, this had risen to over £3,800 for a Bedford Burlingham Seagull and represented a considerable investment.

There was more to come to cater for ever increasing demand as the swinging sixties approached. Legislation allowing for longer coaches was also much needed to cater for larger groups.

1954 — 1960

| | | | |
|--------|-------------------------------------|---------|------|
| TPL990 | Bedford SB 19870 Yeates Riviera 393 | C36F | 1954 |
| VPB155 | AEC Reliance Yeates Riviera 438 | C41C | 1954 |
| VPE888 | Bedford SBG Yeates Riviera II | C36F | 1954 |
| VPK500 | Bedford SBG Yeates Riviera II | C36F | 1954 |
| 77EMC | Bedford SBG Duple Super Vega | C38F | 1955 |
| 78EMC | Bedford SBG Duple Super Vega | C38F | 1955 |
| YPF70 | Bedford SBG Yeates Riviera IV | C41F | 1955 |
| UPF668 | Bedford SBG Duple Vega | C36F | 1956 |
| 601BPA | Bedford SBG Duple Super Vega | C41F | 1956 |
| 111CPB | ACE Reliance Yeates Europa 596 | C39/41C | 1957 |
| 590CPF | Bedford A4/L7 Plaxton Consort | C29F | 1957 |
| 225DPA | Bedford SBG Yeates Europa 618 | C41F | 1957 |
| 715DPD | Bedford SB3 Yeates Europa 624 | C41F | 1957 |
| 121EPL | Bedford SB8 Duple Super Vega | C37F | 1958 |
| 825FPJ | Bedford C4Z2 Duple Super Vista | C29F | 1958 |
| MUR204 | Maudsley Marathon 3 Whitson | C35 | 1958 |
| 80JPF | Bedford SB1 Burlingham Seagull | C41F | 1959 |
| 495KPC | Bedford SB1 Burlingham Seagull | C41F | 1959 |
| 205MPG | Bedford C5Z1 Duple Super Vista | C29F | 1960 |
| 204MPG | Bedford SB8 Duple Super Vega | C41F | 1960 |
| YXH867 | Bedford SB8 Duple Super Vega | C41F | 1960 |
| YXH868 | Bedford C5Z1 Duple Super Vista | C29F | 1960 |
| 261OPB | Austin J2BA Kenex | 12 | 1960 |

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1961 – 1964

Great strides were made in coach design with a record number of vehicles entering the fleet from 1961 onwards, again mainly featuring the Bedford chassis with Duple, Plaxton and the Harrington Legionnaire, a revolutionary coach of its time with twin axles at the front and best known as one of the stars of the film *The Italian Job* starring Michael Caine.

The intention of the twin steering axles was to improve ride comfort, but this met with limited success.

Seating capacities were now increasing up to 54 seats within a 36 foot (11 metre) body. This followed the relaxation of the regulations restricting the length of coaches. Epsom Coaches were the first to have a longer 36 feet vehicle, taking full advantage of the additional passenger capacity as it expanded its holiday and day trip programme which included express services to the south coast.

British coach builders reigned supreme with bodies built during the winter months in coastal resorts such as Hove, Blackpool and Scarborough, taking advantage of the plentiful supply of seasonal labour, as coaches were nearly always delivered in the early spring, ready for the summer season ahead.

The large panoramic windows that are a common feature of coaches today started to appear, with opening windows replaced by forced air ventilation and opening roof hatches.



1964 Bedford/Harrington Legionnaire

1961 — 1964

| | | | |
|---------|---|-------|------|
| 299BLB | Bedford SB1 Duple Super Vega | C41F | 1961 |
| 273AOU | Bedford SB8 Duple Super Vega | C41F | 1961 |
| 274AOU | Bedford SB8 Duple Super Vega | C41F | 1961 |
| 415BYR | Karrier D98A Plaxton | 14 | 1961 |
| 675CJJ | Bedford SB1 Duple Super Vega | C41F | 1961 |
| 661WPE | Bedford SB5 Duple Super Vega | C37F | 1962 |
| 220WPL | Bedford VAS1 Plaxton Embassy | C29F | 1962 |
| 113XPA | Bedford SB5 Duple Super Vega | C41F | 1962 |
| 348XPJ | AEC Reliance Plaxton Panorama Continental | C51F | 1962 |
| 469XPL | AEC Reliance Plaxton Panorama Continental | C51F | 1962 |
| LFJ737 | Bedford SBG Duple Vega MK1 | C33F | 1962 |
| 109LTV | Bedford SB8 Duple Super Vega | C41F | 1962 |
| 4280PL | Austin J2BA | 12 | 1962 |
| 3242PJ | Bedford VAS1 Plaxton Embassy | C23F | 1963 |
| 4096PJ | Bedford VAS1 Plaxton Embassy | C23F | 1963 |
| TEL593 | Bedford SBG Duple Super Vega | C41F | 1963 |
| UPL7 | Bedford SBO Duple Vega | C36F | 1963 |
| 942AWR | Bedford SB1 Yeates Pegasus 894 | DP44F | 1963 |
| 4230PE | Bedford VAL14 Willowbrook | B54F | 1964 |
| 716CMJ | Bedford SB1 Duple Super Vega | C41F | 1964 |
| 826FMH | Karrier Reading | C12F | 1964 |
| 531LOR | Bedford VAL14 Harrington Legionnaire | C49F | 1964 |
| 532LOR | Bedford VAL14 Harrington Legionnaire | C49F | 1964 |
| 533LOR | Bedford VAL14 Harrington Legionnaire | C49F | 1964 |
| 534 LOR | Bedford SB5 Plaxton Embassy IV | C41F | 1964 |
| 535LOR | Bedford VAL14 Harrington Legionnaire | C49F | 1964 |

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1966 Bedford/Plaxton Embassy

1964 – 1967

Almost an exclusive period for Bedford with both Duple and Plaxton bodies, stylish with plenty of chrome, these were real eye catchers representing one of the newest fleets in the coach industry.

The wide variety of seating capacities available is indicative of the benefits of a large fleet, with a coach to suit all group sizes. This had its problems though as more and more work was taken on, any coach and it's driver may have more than one job and therefore flexibility was becoming ever more important.

It was around this time that work for tour operators was becoming more common, with Epsom Coaches going on to be the largest coach operator in London specialising in this kind of business. This in addition to the daily requirements in and around its home town of Epsom, providing transport for school children and workers alike on a contract basis as well as private hire for local groups and societies.

Coaches were changing, with the front engine design moving towards the engine mounted under the floor in the middle of the vehicle. This had the advantage of reducing noise but increased the floor height and therefore the number of steps up to the passenger saloon. It also restricted maintenance access. Luggage was conveyed in the rear boot and lockers were built into the sides of the coach to accommodate further storage, but it was never sufficient, with luggage on seats often required.

1964 — 1967

| | | | |
|---------|--------------------------------------|------|------|
| 536LOR | Bedford VAL14 Harrington Legionnaire | C49F | 1964 |
| 100HOR | Bedford VAL14 Duple Vega Major | C52F | 1964 |
| 537NHO | Bedford VAS1 Plaxton Embassy | C29F | 1964 |
| 538NHO | Bedford VAS1 Plaxton Embassy | C29F | 1964 |
| AHO539C | Bedford SB5 Plaxton Embassy | C41F | 1965 |
| AHO540C | Bedford SB5 Plaxton Embassy | C41F | 1965 |
| AHO541C | Bedford SB13 Duple Firefly | C37F | 1965 |
| AHO542C | Bedford SB13 Duple Firefly | C37F | 1965 |
| BHO543C | Bedford CALZ30 Martin Walter | 11 | 1965 |
| BOT544C | Bedford VAL14 Duple Vega Major | C52F | 1965 |
| DCG545C | Bedford VAS1 Plaxton Embassy IV | C29F | 1965 |
| DHO546C | Bedford VAM14 Duple Bella Venture | C41F | 1965 |
| EAA547D | Bedford VAS1 Plaxton Embassy IV | C29F | 1966 |
| MPA550D | Bedford VAM14 Duple Bella Venture | C41F | 1966 |
| MPA551D | Bedford VAM14 Duple Bella Venture | C41F | 1966 |
| MPA552D | Bedford VAM14 Duple Bella Venture | C41F | 1966 |
| FAA553D | Bedford VAM14 Duple Bella Venture | C42F | 1966 |
| FAA554D | Bedford VAM14 Duple Bella Venture | C45F | 1966 |
| FOU301D | Bedford VAM14 Duple Bella Venture | C45F | 1966 |
| HOT932E | Ford Transit South Hants | 12 | 1967 |
| JAA302E | Bedford VAM14 Duple Viscount | C45F | 1967 |
| JAA303E | Bedford VAM14 Duple Viscount | C45F | 1967 |
| JAA304E | Bedford VAM14 Duple Viscount | C45F | 1967 |
| JAA305E | Bedford VAM14 Duple Viscount | C45F | 1967 |
| JAA548E | Bedford VAS1 Plaxton Panarama | C29F | 1967 |
| JOT686E | Ford Transit Williams | 12 | 1967 |

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1968 – 1972

As the 70's dawned, the fleet continued to major on Bedford chassis but Ford also featured for the first time. The Ford chassis was in some ways behind the times, still persisting with the front engine layout, with an engine cover that impeded access in and out of the vehicle. It was also noisy. Ford never did make much impact on the coach industry and later withdrew from the market.

Chassis design was moving on, with increased power, although still relatively underpowered compared to today's vehicles, they were lightweight. Air brakes were introduced, although the cable operated handbrake remained for some time. Plaxton had become the favoured body builder, with the demise of Harrington of Hove although Duple also continued to build coaches for the fleet as part of a dual supplier policy.

A solitary Seddon Pennine chassis fitted with a Plaxton Elite body was not a huge success although it had its devotees. It did not remain in the fleet for long.

The wide variety of coach seating capacities was consolidated to offer large (53 seats) medium (41 seats) and small (29 seats) with a further option for 12 seats in a Ford Transit with a Williams body conversion. The latter were notoriously difficult to start on a cold day, producing clouds of back smoke until warmed up. Imagine that today!



1970 Ford/Plaxton Elite

1968 — 1972

| | | | |
|---------|--------------------------------------|------|------|
| LOR631F | Bedford VAS5 Plaxton Panarama | C29F | 1968 |
| NOR632F | Bedford VAS5 Plaxton Panarama | C29F | 1968 |
| NOR633F | Bedford SB5 Plaxton Panarama | C37F | 1968 |
| NOR634F | Bedford SB5 Plaxton Panarama | C37F | 1968 |
| NOR635F | Bedford VAL70 Plaxton Panarama | C52F | 1968 |
| OJU636F | Bedford VAM70 Duple Viceroy | C45F | 1968 |
| LNC391G | Ford Transit Williams | 12 | 1968 |
| LNE524G | Ford Transit Williams | 12 | 1968 |
| VYT491G | Bedford VAM70 Duple Viceroy | C45F | 1969 |
| VYT492G | Bedford VAM70 Duple Viceroy | C45F | 1969 |
| VYT493G | Bedford VAL70 Duple Viceroy 37 | C53F | 1969 |
| VYT494G | Bedford VAL70 Duple Viceroy 37 | C53F | 1969 |
| VYT495G | Bedford VAL70 Duple Viceroy 37 | C53F | 1969 |
| BPJ555H | Ford R192 Plaxton Elite 10m | C41F | 1970 |
| DPD556J | Ford R192 Plaxton Elite 10m | C41F | 1970 |
| OTM526H | Ford R226 Plaxton Elite 11m | C49F | 1970 |
| XOT470J | Bedford YRQ Plaxton Elite 2 10m | C41F | 1971 |
| XOT919J | Bedford PJK Plaxton Panarama | C29F | 1971 |
| XOT920J | Bedford PJK Plaxton Panarama | C29F | 1971 |
| WUR859J | Bedford PJK Duple Vista 25 | C29F | 1971 |
| WUR869J | Bedford YRQ Plaxton Elite 2 10m | C41F | 1971 |
| WNK480J | Ford R226 Duple Viceroy | C52F | 1971 |
| SMJ225J | Ford R226 Plaxton Elite 2 11m | C53F | 1971 |
| XUR271J | Seddon Pennine 4 Plaxton Elite 2 11m | C53F | 1971 |
| GPG602K | Volkswagen Mircobus | 7 | 1971 |
| EOR557K | Bedford YRQ Plaxton Elite 2 10m | C41F | 1972 |
| EOR558K | Bedford YRQ Plaxton Elite 2 10m | C41F | 1972 |

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1972 – 1975

The Company moved to its new state of the art headquarters in Longmead in 1971 with a fleet that had grown to over 30 coaches, with a small number stationed in Bookham.

Despite the heavy investment in the new garage, the fleet was continually being renewed with heavyweight coaches entering the fleet in 1974 in the form of the AEC Reliance fitted with the familiar Plaxton Elite body, 36 feet (11 metres) long. This enabled up to 57 passengers to be carried, a record at the time, but more normally 53 seats and for smaller coaches, Bedfords with both 29 and 41 seats, confirmed a consolidated range of vehicle sizes including now a single 12 seat Ford Transit, body by Deansgate.

The move to heavyweight chassis reflected the increased distances covered and the motorway era. Increased power and larger engines ensured longer term durability and enhanced hill climbing ability.

The first of what was to be a succession of Leyland Leopards were trialled in 1973, these being fitted with a semi automatic gearbox, which made the driver's job easier particularly in the increasing congestion of central London.

The Leyland Leopard was a big hit with drivers and passengers alike and although it had less power than the AEC, its brakes were superior and it featured an air handbrake, something the AEC never had the benefit of.

1972 — 1975

| | | | |
|---------|-----------------------------------|---------|------|
| EOR559K | Bedford YRQ Plaxton Elite 2 10m | C41F | 1972 |
| EOR560K | Bedford YRQ Plaxton Elite 2 10m | C41F | 1972 |
| FOU216K | Ford Transit Deansgate | 12 | 1972 |
| FCG921K | Bedford PJK Plaxton Panarama | C29F | 1972 |
| FGC922K | Bedford PJK Plaxton Panarama | C29F | 1972 |
| JHO923L | Bedford PJK Duple Vista 25 | C29F | 1972 |
| JHO924L | Bedford PJK Duple Vista 25 | C29F | 1972 |
| OYL217L | Ford Transit Deansgate | 12 | 1972 |
| LHO530L | Bedford YRT Plaxton Elite 3 11m | C53F | 1973 |
| MCG531L | Bedford YRT Duple Dominant 11m | C53F | 1973 |
| MOR410L | Bedford YRT Plaxton Elite 3 10m | C41F | 1973 |
| MOU532L | Bedford YRT Plaxton Elite 3 11m | C53F | 1973 |
| MOU533L | Bedford YRT Plaxton Elite 3 11M | C53F | 1973 |
| ORO326L | Leyland Leopard Plaxton Elite 11m | C55/57F | 1973 |
| KNR327L | Leyland Leopard Plaxton Elite 11m | C53F | 1973 |
| KNR328L | Leyland Leopard Plaxton Elite 11m | C53F | 1973 |
| OOU534M | Bedford YRT Plaxton Elite 3 11m | C53F | 1973 |
| OOU535M | Bedford YRT Plaxton Elite 3 11m | C53F | 1973 |
| TOT536M | Bedford YRT Plaxton Elite 3 11m | C53F | 1974 |
| WJH322M | AEC Reliance Plaxton Elite 11m | C55/57F | 1974 |
| WJH323M | AEC Reliance Plaxton Elite 11m | C55/57F | 1974 |
| WJH324M | AEC Reliance Plaxton Elite 11m | C55/57F | 1974 |
| WJH325M | AEC Reliance Plaxton Elite 11m | C55/57F | 1974 |
| HPB670N | Bedford YRT Plaxton Elite 3 11m | C53F | 1975 |
| HPB671N | Bedford YRT Plaxton Elite 3 11m | C53F | 1975 |
| HPB660N | Bedford YRT Plaxton Elite 3 10m | C41F | 1975 |
| HPB661N | Bedford YRQ Plaxton Elite 3 10m | C41F | 1975 |

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1975 – 1978

This was a record period for new vehicle investment, with 11 heavyweight vehicles entering the fleet in 1976. This included more Leyland Leopards, which were to be a mainstay of the fleet throughout the 70's and early 80's. In addition, smaller coaches were catered for with the Bristol LHS chassis. Epsom Coaches were the largest users of the coach version of this popular model.

These changes saw the last of the Bedfords enter the fleet, with the first purchased in 1933. Bedford had not developed their product and although there was a belated attempt to upgrade the power and produce a more heavyweight option, Epsom Coaches moved to an almost exclusively Leyland fleet.

The legislation allowing longer coaches up to 40 feet (12 metres) was taken advantage of with all new full size coaches being of this size. The traditional mid engine layout was well developed, but the luggage capacity of coaches lagged behind the increased seating capacity, especially when touring with American groups.

A unique feature of Epsom Coaches at the time was deeply tinted glass, giving a sleek look to the fleet, which made it stand out. Standard equipment included a PA system and a carpeted central aisle, well ahead of its time.

Reclining seats were another unique innovation, with less seats and more leg room, paving the way for today's touring coaches.



1976 Leyland Leopard/Plaxton Supreme

1975 — 1978

| | | | |
|---------|-------------------------------------|------|------|
| HPB662N | Bedford YRQ Plaxton Elite 3 10m | C41F | 1975 |
| KGN261N | Bedford YRT Plaxton Elite 3 11m | C53F | 1975 |
| GNM232N | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1975 |
| GNM233N | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1975 |
| GNM234N | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1975 |
| KGT895N | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1975 |
| NGO663P | Bedford YRQ Plaxton Supreme IV 10m | C41F | 1976 |
| NGP100P | Ford Transit Deansgate | 12 | 1976 |
| RGF230P | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1976 |
| RGF231P | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1976 |
| PGN320P | Leyland Leopard Plaxton Supreme IV | C55F | 1976 |
| PGN321P | Leyland Leopard Plaxton Supreme IV | C55F | 1976 |
| OGT329P | Leyland Leopard Plaxton Supreme IV | C51F | 1976 |
| PGN330P | Leyland Leopard Plaxton Supreme IV | C51F | 1976 |
| UGK228R | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1976 |
| UGC229R | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1976 |
| SGN331R | Leyland Leopard Plaxton Supreme IV | C46F | 1976 |
| WGK316R | Leyland Leopard Plaxton Supreme IV | C55F | 1977 |
| VGJ317R | Leyland Leopard Plaxton Supreme IV | C55F | 1977 |
| UGO318R | Leyland Leopard Plaxton Supreme IV | C55F | 1977 |
| UGO319R | Leyland Leopard Plaxton Supreme IV | C55F | 1977 |
| VGK332R | Leyland Leopard Plaxton Supreme IV | C46F | 1977 |
| BGJ311S | Leyland Leopard Plaxton Supreme IV | C55F | 1978 |
| BGK312S | Leyland Leopard Plaxton Supreme IV | C55F | 1978 |
| CGF313S | Leyland Leopard Plaxton Supreme IV | C55F | 1978 |
| CGF314S | Leyland Leopard Plaxton Supreme IV | C55F | 1978 |
| CGF315S | Leyland Leopard Plaxton Supreme IV | C55F | 1978 |

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1978 – 1982

As one of the largest purchasers of Leyland products, it was natural that when the Leyland Leopard was phased out in the early 80's, Epsom Coaches would move onto the new Leyland Tiger, which was a more powerful version of the Leopard fitted with Plaxton Supreme 4 coachwork.

These vehicles were the flagship of their day with 50 reclining seats and superb comfort with wide panoramic windows, although these had yet to be double glazed. The Leyland Tiger was short lived with only five entering the fleet, one of which was a manual version for driver training.

The design although well intentioned was flawed, with reliability issues and the competition in the form of the Volvo B10M chassis was already ahead of the market. Eventually, Leyland Bus was taken over by Volvo and there ended a long line of British products that used to lead the world.

With the one exception of a sole Mercedes Benz 18 seater conversion, Leyland products were exclusively purchased, with the Bristol, LHS making a fine smaller coach for up to 33 passengers. They were never popular with drivers however, given their heavy non powered steering, heavy clutch and ponderous handling. The later versions had power steering but the heavy controls persisted.

1978 — 1982

| | | | |
|---------|-------------------------------------|------|------|
| EGT308T | Leyland Leopard Plaxton Supreme IV | C55F | 1978 |
| FGC309T | Leyland Leopard Plaxton Supreme IV | C55F | 1978 |
| FGJ310T | Leyland Leopard Plaxton Supreme IV | C55F | 1978 |
| GGF227T | Bristol LHS6L Plaxton Supreme IV 8m | C33F | 1978 |
| GGT334T | Leyland Leopard Plaxton Supreme IV | C50F | 1979 |
| GGT335T | Leyland Leopard Plaxton Supreme IV | C50F | 1979 |
| JGO336T | Leyland Leopard Plaxton Supreme IV | C50F | 1979 |
| KGP305T | Leyland Leopard Plaxton Supreme IV | C55F | 1979 |
| KGF306T | Leyland Leopard Plaxton Supreme IV | C55F | 1979 |
| HGN307T | Leyland Leopard Plaxton Supreme IV | C55F | 1979 |
| MGC337V | Leyland Leopard Plaxton Supreme IV | C50F | 1979 |
| MGC338V | Leyland Leopard Plaxton Supreme IV | C50F | 1979 |
| PGC339V | Leyland Leopard Plaxton Supreme IV | C50F | 1980 |
| PGC340V | Leyland Leopard Plaxton Supreme IV | C50F | 1980 |
| PGH341V | Leyland Leopard Plaxton Supreme IV | C50F | 1980 |
| PGO342V | Leyland Leopard Plaxton Supreme IV | C50F | 1980 |
| OGK240V | Mercedes L608D Reeve Burgees Van | C18F | 1980 |
| SGH241V | Mercedes L608D Reeve Burgees Van | C18F | 1980 |
| XGO225W | Bristol LHS6L Plaxton Supreme IV 8m | C30F | 1981 |
| XGO226W | Bristol LHS6L Plaxton Supreme IV 8m | C30F | 1981 |
| AGJ343W | Leyland Tiger Plaxton Supreme IV | C50F | 1981 |
| AGJ344W | Leyland Tiger Plaxton Supreme IV | C50F | 1981 |
| BGP345X | Leyland Tiger Plaxton Supreme V 12m | C50F | 1981 |
| GGC223X | Bristol LHS6L Plaxton Supreme IV 8m | C30F | 1982 |
| GGC224X | Bristol LHS6L Plaxton Supreme IV 8m | C30F | 1982 |
| GGJ346X | Leyland Tiger Plaxton Supreme V GT | C50F | 1982 |
| GGJ347X | Leyland Tiger Plaxton Supreme V GT | C50F | 1982 |

Key:

C - Coach B - Bus 24 - Seats F - Front Door D - Double Door 1990 - Year of vehicle

1983 – 1987

1983 was a significant year with the introduction of the first Volvo B10M coaches to a very high specification in NGT 1Y and 2Y. These vehicles were purchased for the pioneering Riviera Express route with a regular service to the South of France and the only one to be licenced by the French authorities. These were also the first coaches to be equipped with a toilet and full air-conditioning. They also included a refreshment servery and just 44 seats, providing generous leg room in the 12 metre body.

A range of Plaxton Paramount vehicles were then introduced, the first ones based on the high-line 3500 and followed by the lower version 3200, the height being dictated by the garage at the time, which would not take the full height vehicles on both sides, although it had been widened to take 12 metre coaches. Volvo also featured a smaller version called the B9M. Two 36 seat Paramount 3200's were purchased and proved to be very popular with smaller groups.

This period was also significant as the first purpose built buses were delivered, these being Bedford YMT with Plaxton Derwent bus bodies, purchased for £39,000 each. These signalled a serious intention on the local bus network, following de-regulation of the bus industry in 1986. Prior to this, older coaches had been used as buses, but did not afford the accessibility of today's modern low floor fleet.



Volvo B10M/Plaxton Paramount 3500

1983 — 1987

| | | | |
|---------|---------------------------------------|------|------|
| NGT1Y | Volvo B10M GT Plaxton Paramount 3500 | C44F | 1983 |
| NGT2Y | Volvo B10M GT Plaxton Paramount 3500 | C44F | 1983 |
| NGT303Y | Volvo B10M GT Plaxton Paramount 3500 | C50F | 1983 |
| NGT304Y | Volvo B10M GT Plaxton Paramount 3500 | C50F | 1983 |
| A236EPA | Volkswagen Transporter | 7 | 1983 |
| A400WGH | Volvo B10M GLT Plaxton Paramount | C44F | 1984 |
| A401WGH | Volvo B10M GLT Plaxton Paramount | C44F | 1984 |
| A500WGF | Volvo B10M GLT Plaxton Paramount | C50F | 1984 |
| A501WGF | Volvo B10M GLT Plaxton Paramount | C50F | 1984 |
| A502WGF | Volvo B10M GLT Plaxton Paramount | C50F | 1984 |
| A503WGF | Volvo B10M GLT Plaxton Paramount | C50F | 1984 |
| B504CGP | Volvo B10M GT Plaxton Paramount 3200 | C50F | 1985 |
| B505CGP | Volvo B10M GT Plaxton Paramount 3200 | C50F | 1985 |
| B506CGP | Volvo B10M GT Plaxton Paramount 3200 | C50F | 1985 |
| B507CGP | Volvo B10M GT Plaxton Paramount 3200 | C50F | 1985 |
| B508CGP | Volvo B10M GT Plaxton Paramount 3200 | C50F | 1985 |
| C200HGF | Mercedes L608D Plaxton Mini Supreme | C20F | 1985 |
| C201KGJ | Mercedes L608D Plaxton Mini Supreme | C20F | 1986 |
| C360HGF | Volvo B9M Plaxton Paramount 3200 | C36F | 1985 |
| C361HGF | Volvo B9M Plaxton Paramount 3200 | C36F | 1985 |
| C509HGF | Volvo B10M (A) Plaxton Paramount 3200 | C50F | 1985 |
| C510LGH | Volvo B10M (A) Plaxton Paramount 3200 | C50F | 1986 |
| C511LGH | Volvo B10M (A) Placton Paramount 3200 | C50F | 1986 |
| D202PGJ | Mercedes L608D Plaxton Mini Supreme | C21F | 1986 |
| D600RGJ | Bedford YMT Plaxton Derwent 2 | B53F | 1987 |
| D601RGJ | Bedford YMT Plaxton Derwent 2 | B53F | 1987 |
| D602RGJ | Bedford YMT Plaxton Derwent 2 | B53F | 1987 |

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Volvo B10M/Van Hool Alizee

1987 – 1992

The company continued to invest heavily in new vehicles and in particular introduced smaller buses based on Mercedes L709 chassis with Reeve Burgess Beaver bodies and a one off Optare City Pacer, which was a revolutionary design, but not particularly successful or reliable.

A 1991 Mercedes - Benz/Optare Starrider was one of the few vehicles purchased second hand, to fulfil a need for a slightly larger bus. It was not a great success, being notoriously underpowered.

These smaller buses complimented the Plaxton Derwent vehicles with a full range of bus services being launched in Epsom and the surrounding areas. It was also during this period that the first of the Volvo B10M Vanhool Alizee coaches came into the fleet and were reckoned by many to be some of the finest coaches ever operated at the time, with seating capacities ranging from 53 seats to luxury touring vehicles with 49 seats.

The first and only Japanese vehicles appeared in 1992, with the introduction of 3 Toyota/Caetano 18 seat coaches. They proved to be reliable and car like in their comfort and construction, but suffered from their low gearing and limited fuel range. Even a return trip to Birmingham would require refuelling, such was their limited fuel capacity. In 2004 a fleet of Toyota Yaris cars were purchased for crew transfers and also proved to be exceptionally reliable.

1987 — 1992

| | | | |
|---------|--------------------------------------|------|------|
| D603RGJ | Bedford YMT Plaxton Derwent 2 | B53F | 1987 |
| D604RGJ | Bedford YMT Plaxton Derwent 2 | B53F | 1987 |
| D203RGH | Volkswagen LT55 Optare City Pacer | B25F | 1987 |
| E204YGC | Mercedes L709D Reeve Burgess Beaver | B25F | 1987 |
| E205YGC | Mercedes L709D Reeve Burgess Beaver | B25F | 1988 |
| E206BGN | Mercedes L709D Reeve Burgess Beaver | B25F | 1988 |
| E512YGC | Volvo B10M Van hool Alizee H | C53F | 1988 |
| E513YGC | Volvo B10M Van hool Alizee H | C53F | 1988 |
| E514YGC | Volvo B10M Van hool Alizee H | C53F | 1988 |
| E515YGC | Volvo B10M Van hool Alizee H | C53F | 1988 |
| F207DGT | Mercedes L709D Reeve Burgess Beaver | B25F | 1988 |
| F208GGH | Mercedes L709D Robin Hood | B25F | 1988 |
| F209GGH | Mercedes L709D Robin Hood | B25F | 1988 |
| F691MPF | Volkswagen Mircobus Devon Conversion | 11 | 1988 |
| F516GGJ | Volvo B10M Van hool Alizee H | C53F | 1989 |
| F517GGJ | Volvo B10M Van hool Alizee H | C53F | 1989 |
| F684SPC | Volkswagen Mircobus Devon Conversion | 11 | 1989 |
| G518OGP | Volvo B10M Van hool Alizee H | C53F | 1990 |
| G519OGP | Volvo B10M Van hool Alizee H | C53F | 1990 |
| H210UGO | Mercedes L709D Phoenix | B26F | 1990 |
| H531WGH | Volvo B10M Van hool Alizee H | C53F | 1991 |
| H532WGH | Volvo B10M Van hool Alizee H | C53F | 1991 |
| H533WGH | Volvo B10M Van hool Alizee H | C53F | 1991 |
| F670NPG | Mercedes Optare Starrider | B33F | 1991 |
| C331DND | Volvo B10M Van hool Alizee H | C53F | 1992 |
| C529DND | Volvo B10M Van hool Alizee H | C53F | 1992 |
| J721FGP | Toyota Caetano Optimo II | C18F | 1992 |

Key:

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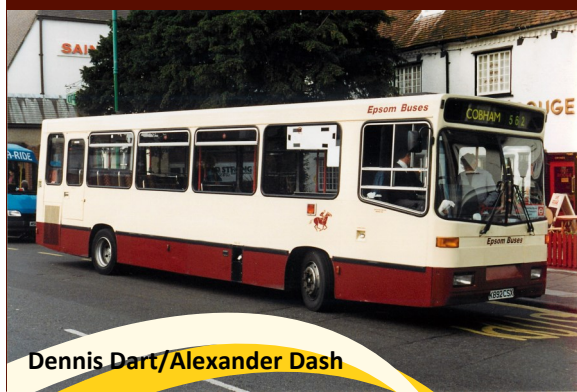
1992 – 1996

With the move to Volvo Vanhool complete, the final Vanhool coaches were delivered into the fleet in 1993. These had been complimented by replacements for the earlier Mercedes Plaxton Mini Supremes with two more Toyota Caetano Optimo II coaches, which provided real coach comfort in a smaller car-like body. The Mercedes L709 however, continued to be popular and moved to bus duties with purpose built vehicles arriving later and used to pioneer the local "hopper" bus network.

A busy time saw the first of the Dennis Javelin coaches enter the fleet with the Plaxton Premiere 3200 body, ranging in seating capacity from 44 seats for touring to a maximum of 53 seats in 12 metre bodies. Dennis Javelin was a successful product with the Epsom vehicles based on the more powerful GS chassis.

The Javelin was a product of its time, with the unique advantage of not only a large rear boot, but also generous luggage accommodation in the side lockers. This due to the engine mounting just ahead of the rear axle. The lack of space for luggage still being an issue with British coach designs.

In a change from the usual buying pattern, a one off Dennis Dart fitted with an Alexander Dash body was purchased in 1992. This proved to be a solid bus, but the more traditional pattern of Dennis Dart with the well known Plaxton Pointer body was the mainstream mid size bus model, although Marshall bodies also featured.



Dennis Dart/Alexander Dash

1992 — 1996

| | | | |
|---------|---|------|------|
| K460PNR | Toyota Caetano Optimo II | C18F | 1992 |
| K892CSX | Dennis Dart 9.8 Alexander Dash | B40F | 1992 |
| K593BEG | Mercedes L709D Marshall/Carlyle | B27F | 1992 |
| K288GDT | Volvo B10M Van hool Alizee H (A8HRR) | C53F | 1993 |
| K289GDT | Volvo B10M Van hool Alizee H (A9HRR) | C53F | 1993 |
| K465PNR | Toyota Caetano Optimo II | C18F | 1993 |
| K112NGK | Dennis Dart 9.8 Plaxton Pointer | B40F | 1993 |
| K113NGK | Dennis Dart 9.8 Plaxton Pointer | B40F | 1993 |
| K321GEW | Dennis Dart 9.8 Marshall/Carlyle | B40F | 1993 |
| L894NAV | Mercedes L709D Marshall/Carlyle | B27F | 1993 |
| L231BUT | Dennis Javelin Plaxton Premiere 320 | C53F | 1994 |
| L232BUT | Dennis Javelin Plaxton Premiere 320 | C53F | 1994 |
| L233BUT | Dennis Javelin Plaxton Premiere 320 | C53F | 1994 |
| L234BUT | Dennis Javelin Plaxton Premiere 320 | C53F | 1994 |
| M960CGF | Dennis Dart 9.8 Plaxton Pointer | B40F | 1994 |
| M790LPH | Dennis Javelin Plaxton Premiere 320 | C53F | 1995 |
| M791LPH | Dennis Javelin Plaxton Premiere 320 (A8HRR) | C53F | 1995 |
| M792LPH | Dennis Javelin Plaxton Premiere 320 (A9HRR) | C53F | 1995 |
| M793LPH | Dennis Javelin Plaxton Premiere 320 | C53F | 1995 |
| M332MPG | Dennis Javelin Plaxton Premiere 320 | C53F | 1995 |
| N401SPA | Dennis Dart 9.8 Plaxton Pointer | B40F | 1995 |
| N402SPA | Dennis Dart 9.8 Plaxton Pointer | B40F | 1995 |
| N405SPC | Dennis Javelin Plaxton Premiere 320 | C44F | 1996 |
| N406SPC | Dennis Javelin Plaxton Premiere 320 | C53F | 1996 |
| N407SPC | Dennis Javelin Plaxton Premiere 320 | C53F | 1996 |
| N408SPC | Dennis Javelin Plaxton Premiere 320 | C53F | 1996 |
| N409SPC | Dennis Javelin Plaxton Premiere 320 | C53F | 1996 |

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Dennis Javelin/Berkhof Radial

1996 – 1998

Another variation on the Volvo B10M was introduced with the Jonckheere Mistral 50, of which five examples were purchased in 1997. This provided an interesting contrast with the Vanhool product.

This period also saw the introduction of the Optare Metrorider, eleven examples of which were purchased second hand from London General, following their request for us to take over two routes, the 413 and the S1 London services given their shortage of drivers. The Optare Metroriders were refurbished and painted in our own paint shop, but proved to be unreliable and were later replaced with the Quality Line fleet in 1998. These were Dennis Dart/Plaxton Pointer 2 and some of the first low floor buses in the UK. They introduced the concept of drivers air conditioning, (which is now a standard feature in London) and interurban seating, to improve comfort.

However, the first London bus service operated on behalf of what is now TfL was the S4, using three Mercedes L810D UVG Citistar bonneted buses which proved to be a great success. These were purchased in 1997.

The first of 5 Dennis Javelins fitted with Berkhof Radial bodywork, were purchased in 1998, with a one off high liner Axial appearing in 1999. These proved to be almost unique in the UK, but served the Epsom fleet well for a number of years, with the continued requirement for low height coaches dictated by garage constraints.

1996 — 1998

| | | | |
|---------|-------------------------------------|------|------|
| N479VPA | Dennis Javelin Plaxton Premiere 320 | C53F | 1996 |
| P570APJ | Mercedes L709D Plaxton Beaver | B27F | 1996 |
| H947JPA | Mercedes L709D Reeve Burgess Beaver | B25F | 1997 |
| P707DPA | Dennis Javelin Plaxton Premiere 320 | C53F | 1997 |
| P708DPA | Volvo B10M Jonckheere Mistral 50 | C53F | 1997 |
| P709DPA | Volvo B10M Jonckheere Mistral 50 | C53F | 1997 |
| P710DPA | Volvo B10M Jonckheere Mistral 50 | C53F | 1997 |
| P806DPA | Volvo B10M Jonckheere Mistral 50 | C49F | 1997 |
| P807DPA | Volvo B10M Jonckheere Mistral 50 | C49F | 1997 |
| H679YGO | Optare Metrorider | B26F | 1997 |
| H680YGO | Optare Metrorider | B26F | 1997 |
| H681YGO | Optare Metrorider | B26F | 1997 |
| H682YGO | Optare Metrorider | B26F | 1997 |
| H683YGO | Optare Metrorider | B26F | 1997 |
| H684YGO | Optare Metrorider | B26F | 1997 |
| H685YGO | Optare Metrorider | B26F | 1997 |
| H686YGO | Optare Metrorider | B26F | 1997 |
| H687YGO | Optare Metrorider | B26F | 1997 |
| H688YGO | Optare Metrorider | B26F | 1997 |
| H689YGO | Optare Metrorider | B26F | 1997 |
| R211MGT | Mercedes L810D UVG Citistar | B27F | 1997 |
| R212MGT | Mercedes L810D UVG Citistar | B27F | 1997 |
| R213MGT | Mercedes L810D UVG Citistar | B27F | 1997 |
| R711KGK | Dennis Javelin Berkoff Radial | C53F | 1998 |
| R712KGK | Dennis Javelin Berkoff Radial | C53F | 1998 |
| R713KGK | Dennis Javelin Berkoff Radial | C53F | 1998 |
| R714KGK | Dennis Javelin Berkoff Radial | C53F | 1998 |

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1998 – 2000

New vehicle purchases were almost exclusively buses during this period with an intake of 11 low floor buses, the first in the fleet and some of the first in the UK.

Coaches were not forgotten however, with two 27 seat vehicles, based on an unusual design by Iveco with the IndCar Maxim body introduced in 2000.

Most buses were purchased in the form of Dennis Dart, low floor Alexander ALX200, a body which would feature heavily in the fleet as the years moved on and perceived as a higher quality version of the Plaxton Pointer.

The first dedicated training vehicle was purchased second hand in 1998. This being a 1983 Bedford YMP, fitted with a 10 metre Plaxton Supreme Mk 4 body. This was a special build though, having originally been built as one of a pair for the South Yorkshire Police specifically to transport officers for the long running miners strikes of that era. As a consequence it had under chassis armour plating and other security features, none of which looked particularly effective!

Until the arrival of the Bedford trainer, drivers had been trained on a service vehicle. The addition of a dedicated training bus, allowed the driver training to be stepped up to cater for a fleet that was growing at an unprecedented, rate.



Mercedes 0810D/Plaxton Beaver

1998 — 2000

| | | | |
|---------|-----------------------------------|------|------|
| A301XWF | Bedford YMP Plaxton Supreme | C35F | 1998 |
| S451LGN | Mercedes 0810D Plaxton Beaver | B31F | 1998 |
| S452LGN | Mercedes 0810D Plaxton Beaver | B31F | 1998 |
| S453LGN | Mercedes 0810D Plaxton Beaver | B31F | 1998 |
| S454LGN | Mercedes 0810D Plaxton Beaver | B31F | 1998 |
| S455LGN | Mercedes 0810D Plaxton Beaver | B31F | 1998 |
| S456LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S457LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S458LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S459LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S460LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S461LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S462LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S463LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S464LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S465LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| S466LGN | Dennis Dart SPD Plaxton Pointer 2 | B29F | 1998 |
| T467EGT | Dennis Dart SFD Plaxton Pointer 2 | B33F | 1999 |
| T468EGT | Dennis Dart SFD Plaxton Pointer 2 | B33F | 1999 |
| T715GGT | Dennis Javelin Berkoff Radial | C53F | 1999 |
| T808TGP | Dennis Javelin Berkoff Axial | C49F | 1999 |
| V511MGO | Iveco Euro Midi Maxim | C27F | 2000 |
| W813AAY | Iveco Euro Midi Maxim | C27F | 2000 |
| G47TGW | Dennis Dart SDL Carlyle | B28F | 2000 |
| W871VGT | Dennis Dart SFD Alexander ALX200 | B29F | 2000 |
| W872VGT | Dennis Dart SFD Alexander ALX200 | B29F | 2000 |
| W873VGT | Dennis Dart SFD Alexander ALX200 | B29F | 2000 |

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Setra 315 GT-HD

2000 – 2002

Continued bus purchases meant a growing network including more low floor, Dennis Darts with Plaxton Pointer bodywork and the last of the line ALX 200's with 28 seats were purchased in 2001, being phased out in favour of the Pointer.

As part of the 80th anniversary celebrations, two of the then new Volvo B10M/Plaxton Panther coaches were introduced into the fleet. This model went on to have a long production run with Plaxton, although spent a relatively short period in the Epsom fleet. These were the first coaches to have fully automatic transmission after a period of manual gearbox Volvos although three automatic Volvos were trialled in 1985/6 following many years of semi automatic Leylands. Automatic transmission is now standardised across the fleet including support vehicles.

An unusual purchase in 2001 was eight Volkswagen Caravelle 7 seaters to service a contract for the drugs company Pfizer, providing staff transport. These were operated in a standard blue livery and were not sign written.

Early 2002 saw a significant event with the first of a long line of Setra coaches which have formed the mainstream fleet ever since. The first order was for a pair of Setra 315 GT-HD coaches, both to 49 seat touring specification.

In 2002 the first Optare Solos entered the fleet, which has become a mainstay of the small bus requirement to the present day.

2000—2002

| | | | |
|---------|----------------------------------|------|------|
| W874VGT | Dennis Dart SFD Alexander ALX200 | B29F | 2000 |
| W875VGT | Dennis Dart SFD Alexander ALX200 | B29F | 2000 |
| W876VGT | Dennis Dart SFD Alexander ALX200 | B29F | 2000 |
| W877VGT | Volvo B10M Plaxton Panther | C49F | 2000 |
| W878VGT | Volvo B10M Plaxton Panther | C49F | 2000 |
| T75JBA | Dennis Dart SLF Plaxton Pointer | | 2001 |
| T76JBA | Dennis Dart SLF Plaxton Pointer | | 2001 |
| V943DNB | Dennis Dart SLF Plaxton Pointer | | 2001 |
| LB51OCF | Volkswagen Caravelle | 7 | 2001 |
| LB51OCG | Volkswagen Caravelle | 7 | 2001 |
| LB51OCH | Volkswagen Caravelle | 7 | 2001 |
| LB51OCK | Volkswagen Caravelle | 7 | 2001 |
| LB51OCL | Volkswagen Caravelle | 7 | 2001 |
| LB51OCR | Volkswagen Caravelle | 7 | 2001 |
| LB51UFS | Volkswagen Caravelle | 7 | 2001 |
| LB51UFU | Volkswagen Caravelle | 7 | 2001 |
| SN51UCH | Dennis Dart Alexander ALX200 | B28F | 2001 |
| SN51UCJ | Dennis Dart Alexander ALX200 | B28F | 2001 |
| SN51UCL | Dennis Dart Alexander ALX200 | B28F | 2001 |
| SN51UCM | Dennis Dart Alexander ALX200 | B28F | 2001 |
| SN51UCO | Dennis Dart Alexander ALX200 | B28F | 2002 |
| SN51UCP | Dennis Dart Alexander ALX200 | B28F | 2002 |
| SN51UCR | Dennis Dart Alexander ALX200 | B28F | 2002 |
| SN51UCS | Dennis Dart Alexander ALX200 | B28F | 2002 |
| BX02CMO | Setra S315GT-HD | C49F | 2002 |
| BX02CMU | Setra S315GT-HD | C49F | 2002 |
| YE52FHH | Optare Solo | B28F | 2002 |

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2002 – 2004

Optare Solos continued to enter the fleet to service newly won London Bus contracts. Some are still retained and have been refurbished with a new lease of life for the re-launched local bus network, which has seen the return of the Epsom Buses brand with the Silver Service sub branding emphasising a quality operation. The local bus network vehicles and the coach fleet are named after former Derby winners, emphasising still further the local connection.

A fleet of full size Mercedes - Benz Citaros, were purchased in 2003 to service the newly won TfL 293 route, between Epsom and Morden. After the contract finished they were sold on, but later were hired by Metrobus to cover the X26 service, a route that was later won by Quality Line. One of the original Citaros is retained and operates as a spare on X26.

The link with Mercedes-Benz was firmly cemented, with more Setras joining the coach fleet. Mercedes Benz had acquired the long established Setra brand, from its founding family, the Kassbohrers and developed the coach as a premium model as part of their wider product range.

Whilst the Optare Solos were also powered by Mercedes-Benz, one of the Solos was for a time converted to hybrid power, as part of an experiment in conjunction with TfL. Therefore another first for Epsom Coaches with the first hybrid bus in London.

Mercedes-Benz Citaro



2002 — 2004

| | | | |
|---------|--|------|------|
| YE52FHJ | Optare Solo M850 | B28F | 2002 |
| YE52FHK | Optare Solo M850 | B28F | 2002 |
| YE52FHL | Optare Solo M850 | B28F | 2002 |
| YE52FHM | Optare Solo M850 | B28F | 2002 |
| YE52FHN | Optare Solo M850 | B28F | 2002 |
| YE52FHO | Optare Solo M850 | B28F | 2002 |
| YE52FHP | Optare Solo M850 | B28F | 2002 |
| YE52FHR | Optare Solo M850 | B28F | 2002 |
| YE52FHS | Optare Solo M850 | B28F | 2002 |
| YE52FGU | Optare Solo M850 | B28F | 2002 |
| YN03ZXF | Optare Solo M850 (E3HRR) 'Octavius' | B28F | 2003 |
| YN53SWF | Optare Solo M850 | B28F | 2003 |
| YN53SUF | Optare Solo M850 (E4HRR) 'Spread Eagle | B28F | 2003 |
| BW03ZMZ | Mercedes Citaro | B34D | 2003 |
| BW03AWZ | Mercedes Citaro | B34D | 2003 |
| BU53AXA | Mercedes Citaro | B34D | 2003 |
| BU53AWY | Mercedes Citaro | B34D | 2003 |
| BU53AWX | Mercedes Citaro | B34D | 2003 |
| BU53AWW | Mercedes Citaro | B34D | 2003 |
| BW03ZMY | Mercedes Citaro | B34D | 2003 |
| BU53ZWN | Setra S315GT-HD | C48F | 2003 |
| BU53ZWP | Setra S315GT-HD | C48F | 2003 |
| BU53ZWR | Setra S315GT-HD | C48F | 2003 |
| YN53SVK | Optare Solo M850 (E5HRR) 'Archduke' | B28F | 2004 |
| YN53SVL | Optare Solo M850 (E6HRR) 'Champion' | B28F | 2004 |
| YN53SVO | Optare Solo M850 (E7HRR) 'Sefton' | B28F | 2004 |
| YN53SVP | Optare Solo M850 | B28F | 2004 |

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Optare Solo

2004 – 2007

Setra became the mainstay of the coach fleet and featured in various combinations, including two 2004 315 GT-HD models operating Terravision services between Stansted and London Victoria. They left the fleet in 2013 and had each covered 1.8 million kms on the same driveline.

The first of the new generation Setra 416 GT-HD coaches, 13 metres in length with three axles entered the fleet in 2006 and set the pace for the future fleet up to the present day. Additional leg room and a very high specification ensured these coaches were the best yet.

Smaller vehicles still featured as two new Mercedes – Benz Sprinter 16 seaters were introduced to service a local NHS contract.

Possibly the most unusual vehicle and very much a one off was the Ford Excursion, a left hand drive stretch limo, the first to be of PSV specification in the UK with a passenger capacity of 12. This venture had limited success and the vehicle was later sold to an operator in Bristol.

Another one off, was the 2006 Dennis Dart/ Caetano, acquired second hand to replace the Bedford training vehicle. This London specification trainer, has dual doors and is perfectly suited to today's training needs.

The first of many East Lancs bodies entered the fleet at this time to service TfL routes based on the familiar Dennis Dart chassis. These were a variation of the previous Myllennium body known as the Esteem.

2004—2007

| | | | |
|---------|-----------------------------------|------|------|
| YN53SVR | Optare Solo M850 | B28F | 2004 |
| YN53ZZA | Optare Solo M850 | B28F | 2004 |
| YN53ZXB | Optare Solo M850 | B28F | 2004 |
| BU04EXT | Setra S315GT-HD | C48F | 2004 |
| BU04EXV | Setra S315GT-HD 'Ladas 11' | C53F | 2004 |
| BU04EXW | Setra S315GT-HD | C53F | 2004 |
| BU04EXX | Setra S315GT-HD | C53F | 2004 |
| BX54ECF | Setra S315GTHD 'Shergar' | C53F | 2004 |
| BX54ECJ | Setra S315GT-HD 'See The Stars' | C53F | 2004 |
| PL05PLN | Dennis SLF East Lancs | B26F | 2005 |
| PL05PLO | Dennis SLF East Lancs | B26F | 2005 |
| PL05PLU | Dennis SLF East Lancs | B26F | 2005 |
| PL05PLV | Dennis SLF East Lancs | B26F | 2005 |
| PL05PLX | Dennis SLF East Lancs | B26F | 2005 |
| BU06CSF | Setra S416GT-HD 'Pour Moi' | C48F | 2006 |
| BU06CSO | Setra S416GT-HD 'Quest For Fame' | C48F | 2006 |
| LX06FFA | Mercedes Sprinter 413CDI | C16F | 2006 |
| LX06FFB | Mercedes Sprinter 413CDI | C16F | 2006 |
| HY06CJO | Ford Excursion LHD Stretched Limo | 12 | 2006 |
| HV52WSZ | Dennis SLF Caetano | B31D | 2006 |
| BX56VTY | Setra S416GT-HD 'Mill Reef' | C48F | 2006 |
| BX56VTZ | Setra S416GT-HD 'Motivator' | C48F | 2006 |
| PE56UFH | Dennis SLF East Lancs Esteem | B25D | 2007 |
| PE56UFJ | Dennis SLF East Lancs Esteem | B25D | 2007 |
| PE56UFL | Dennis SLF East Lancs Esteem | B25D | 2007 |
| PE56UFL | Dennis SLF East Lancs Esteem | B25D | 2007 |
| PE56UFM | Dennis SLF East Lancs Esteem | B25D | 2007 |

Key:

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2007 – 2009

In 2007, a further delivery of East Lancs Esteem buses joined the fleet to operate another contract term on TfL route S1.

A successful bid for TfL routes 406 and 418 Epsom to Kingston, saw the purchase of the company's first double decker buses. These presented an operating challenge as the garage entrances were not high enough to accommodate them. Therefore in typical Epsom style, an in house team raised the entrances and also altered the bodyshop and wash bay to accommodate the additional height. The relocated workshop had been adapted with double deckers in mind when it opened on an adjacent site in 2004.

After a detailed analysis of the available models on the market, the Alexander Dennis Enviro 400 double decker was chosen and 10 were ordered for commencement of the contract in June 2007.

More Optare Solos joined the fleet with a mix of Setra tri-axle vehicles also augmenting the coach fleet making it one of the most modern in the UK and certainly one of the highest specification.

Two new Mercedes Benz/Plaxton Cheetah 25 seat coaches replaced the Iveco/Indcar Maxims in 2008.

All the new intake from 2007 were to Euro 4 standard and required the installation of adblue pumps for the after exhaust treatment. Epsom Coaches were one of the first to introduce this new environmental technology.



ADL Enviro 400

2007 — 2009

| | | | |
|---------|---------------------------------|------|------|
| PE56UFN | Dennis SLF East Lancs Esteem | B25D | 2007 |
| PE56UFP | Dennis SLF East Lancs Esteem | B25D | 2007 |
| PE56UFR | Dennis SLF East Lancs Esteem | B25D | 2007 |
| PE56UFS | Dennis SLF East Lancs Esteem | B25D | 2007 |
| PN07KRZ | Dennis SLF East Lancs Esteem | B25F | 2007 |
| PN07KSE | Dennis SLF East Lancs Esteem | B25F | 2007 |
| SK07DZA | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZB | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZC | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZD | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZE | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZF | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZG | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZH | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZJ | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| SK07DZL | Alexander Dennis Enviro 400 SFD | B67D | 2007 |
| LJ08RJJ | Alexander Dennis Enviro 200 SFD | B26F | 2008 |
| YN08DMV | Mercedes 0816D Plaxton Cheetah | C25F | 2008 |
| YN08DMX | Mercedes 0816D Plaxton Cheetah | C25F | 2008 |
| BK58URT | Setra S416GT-HD 'Amato' | C53F | 2008 |
| YJ09MHK | Optare Solo M880 | B24F | 2009 |
| YJ09MHL | Optare Solo M880 | B24F | 2009 |
| YJ09MHM | Optare Solo M880 | B24F | 2009 |
| YJ09MHN | Optare Solo M880 | B24F | 2009 |
| YJ09MHO | Optare Solo M880 | B24F | 2009 |
| YJ09MHU | Optare Solo M880 | B24F | 2009 |
| YJ09MHV | Optare Solo M880 | B24F | 2009 |

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Volvo B9R/Caetano Levante

2009 – 2012

An increasing number of Optare Solos in the bus fleet were augmented with the newly introduced Optare Versa in 2010. Eight examples of this stylish bus entered the fleet to operate newly won TfL Contract route 411 Molesey to Kingston.

Two more Mercedes - Benz Sprinter 16 seaters were purchased to operate staff transport links for the Royal Marsden Hospital and Institute of Cancer, soon being augmented with a third vehicle.

The first two of four Volvo B9R Caetano Lavante coaches entered the fleet to operate on dedicated National Express contracts. This saw a return to Volvo which were last purchased in 2000. This specialist contract requires three coaches, with the spare in Epsom Coaches livery and otherwise used on private hire as a 48 seater.

Three more ADL Enviro 400 double deckers joined the fleet, to operate newly won contract 467 in 2011. These were supplied to Euro 5 specification and brought the double decker fleet up to 13 buses.

The tradition of operating high specification small coaches continued with the purchase of two Mercedes - Benz Vito 7 seaters. These are in a distinctive "Home to Holiday" livery, and used to service the Company's pick up from home services as well as bus driver transfers and are available for small group hire when required.

2009—2012

| | | | |
|---------|--------------------------------------|------|------|
| YJ09MHX | Optare Solo M880 | B24F | 2009 |
| BF10VBX | Mercedes 515CDI | M16 | 2010 |
| BF10VBY | Mercedes 515CDI | M16 | 2010 |
| YJ60KGA | Optare Versa V1110 | B30D | 2010 |
| YJ60KGE | Optare Versa V1110 | B30D | 2010 |
| YJ60KGK | Optare Versa V1110 | B30D | 2010 |
| YJ60KGG | Optare Versa V1110 | B30D | 2010 |
| YJ60KGK | Optare Versa V1110 | B30D | 2010 |
| YJ60KGN | Optare Versa V1110 | B30D | 2010 |
| YJ60KGO | Optare Versa V1110 | B30D | 2010 |
| YJ60KGP | Optare Versa V1110 | B30D | 2010 |
| BF60OFD | Setra S416GT-HD 'Ruler of the world' | C53F | 2011 |
| BF60OFE | Setra S416GT-HD 'April the fifth' | C49 | 2011 |
| FJ11GLF | Volvo B9R Caetano Lavante 'Nijinsky' | C48F | 2011 |
| FJ11GMV | Volvo B9R Caetano Lavante | C48F | 2011 |
| SN11BVG | Alexander Dennis Enviro 400 SFD | B67D | 2011 |
| SN11BVH | Alexander Dennis Enviro 400 SFD | B67D | 2011 |
| YJ11EJA | Optare Solo | B23F | 2011 |
| YJ11EJC | Optare Solo | B23F | 2011 |
| YJ11EJD | Optare Solo | B23F | 2011 |
| BF59NHN | Mercedes 515CDI | M16 | 2011 |
| RJ11ZWW | Mercedes Vito 122CDI | M7 | 2011 |
| RJ11ZWX | Mercedes Vito 122CDI | M7 | 2011 |
| YX61FYR | Alexander Dennis Enviro 400 SFD | B67D | 2012 |
| FJ61EYK | Volvo B9R Caetano Lavante | C49F | 2012 |
| FJ61EYL | Volvo B9R Caetano Lavante | C49F | 2012 |
| BN12EOP | Mercedes Citaro | B38F | 2012 |

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2012 – 2014

Mercedes-Benz Citaro once again featured with success in winning the X26, a cross orbital London bus route. Ten buses were purchased and have proven to be an excellent fleet vehicle working almost 22 hours a day, 7 days a week. They are complimented with the remaining Citaro from 2003, originally purchased for route 293.

Five more Optare Versas entered the fleet to service the newly won TfL route 465, Dorking to Kingston. These were interworked with the original fleet of Versas purchased to operate route 411. All Versas were built to Euro 5 environmental standard with Mercedes Benz drivelines.

Route 470 was re-awarded to Quality Line and a fleet of 9 Optare Solo SR buses were acquired to operate the services. These buses were to a new design, which built on the success of the Optare Solo. The buses were built with dual doors with length increased to 9.7 metres to suit.

In 2013, two further Setra 416 GT-HD coaches joined the fleet, one to touring specification with 49 seats and the other with 53 seats. Both have toilet/washrooms and are based on the tri-axle 13 metre body that had become the standard coach for the Epsom Coaches fleet.

The 2008 Plaxton Cheetah 25 seat coaches were replaced in 2014, with a pair of new coaches to similar specification, with Euro 5 Mercedes-Benz drivelines.



Optare Solo SR 9.7 metre dual door

2012 — 2014

| | | | |
|---------|------------------------------------|------|------|
| BN12EOR | Mercedes Citaro | B38F | 2012 |
| BN12EOS | Mercedes Citaro | B38F | 2012 |
| BN12EOT | Mercedes Citaro | B38F | 2012 |
| BN12EOU | Mercedes Citaro | B38F | 2012 |
| BN12EOV | Mercedes Citaro | B38F | 2012 |
| BN12EOW | Mercedes Citaro | B38F | 2012 |
| BN12EOX | Mercedes Citaro | B38F | 2012 |
| BN12EOY | Mercedes Citaro | B38F | 2012 |
| BN12EOZ | Mercedes Citaro | B38F | 2012 |
| YJ12PKV | Optare Versa V1110 | B30D | 2012 |
| YJ12PKX | Optare Versa V1110 | B30D | 2012 |
| YJ12PKY | Optare Versa V1110 | B30D | 2012 |
| YJ12PKZ | Optare Versa V1110 | B30D | 2012 |
| YJ12PLF | Optare Versa V1110 | B30D | 2012 |
| YJ62FUD | Optare Solo M970SR | B25D | 2012 |
| YJ62FUG | Optare Solo M970SR | B25D | 2012 |
| YJ62FVN | Optare Solo M970SR | B25D | 2012 |
| YJ62FVT | Optare Solo M970SR | B25D | 2012 |
| YJ62FWB | Optare Solo M970SR | B25D | 2012 |
| YJ62FXA | Optare Solo M970SR | B25D | 2012 |
| YJ62FXG | Optare Solo M970SR | B25D | 2012 |
| YJ62FXK | Optare Solo M970SR | B25D | 2012 |
| YJ13HJN | Optare Solo M900SR | B26F | 2013 |
| BX63BBZ | Setra S416GT-HD 'Authorized' | C53F | 2013 |
| BX63BCE | Setra S416GT-HD 'Airbourne' | C49F | 2013 |
| YX14EFG | Mercedes 0816D Cheetah 'Blenheim' | C25F | 2014 |
| YX14EFH | Mercedes 0816D Cheetah 'Australia' | C25F | 2014 |

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Setra 416 GT-HD

2013 – 2015

Ahead as ever, some of the first Euro 6 vehicles in the UK entered the fleet, headed up by five Alexander Dennis Enviro 400 double deckers to service expansion of TfL routes 406 and 418. These were the last of the line Enviro 400s in preference to the new MMC model, given comparability with the 13 existing buses of that type in the fleet. The double decker fleet, encompasses Euro 4, 5 and 6 technology although all look similar in appearance.

The double deckers were closely followed by twelve Optare Metrocity buses with Mercedes Euro 6 drivelines. This variation on the familiar Optare Versa design, were specifically built for London operation.

A further Optare Metrocity later joined the fleet. This was a former demonstration vehicle fitted with a Euro 5 Cummins engine.

The first new buses since 1991 for the local "commercial" bus network were introduced in 2014. These were to the new style Optare Solo SR design and look very attractive in the local bus "Silver Service" livery. A further two silver Optare Solos were purchased to operate an expanded contract for staff transport for the local NHS trust.

The last of the Setra 416s were delivered in early 2013.

As we entered 2015, the Euro 6 fleet was complimented further with delivery of six Alexander Dennis Enviro 200, 9 metre single deck buses for route S3

2014—2015

| | | | |
|---------|-----------------------------------|------|------|
| YJ14BGK | Optare Solo M900SR 'Noble' | C34F | 2014 |
| YJ14BGO | Optare Solo M900SR 'New Approach' | C34F | 2014 |
| YJ14BGU | Optare Solo M900SR | C34F | 2014 |
| YJ14BGV | Optare Solo M900SR | C34F | 2014 |
| YJ14BFA | Optare Metrocity | B25D | 2014 |
| YJ14BFE | Optare Metrocity | B25D | 2014 |
| YJ14BFF | Optare Metrocity | B25D | 2014 |
| YJ14BFK | Optare Metrocity | B25D | 2014 |
| YJ14BFL | Optare Metrocity | B25D | 2014 |
| YJ14BFM | Optare Metrocity | B25D | 2014 |
| YJ14BFN | Optare Metrocity | B25D | 2014 |
| YJ14BFO | Optare Metrocity | B25D | 2014 |
| YJ14BFP | Optare Metrocity | B25D | 2014 |
| YJ14BFU | Optare Metrocity | B25D | 2014 |
| YJ14BFV | Optare Metrocity | B25D | 2014 |
| YJ14BFX | Optare Metrocity | B25D | 2014 |
| YJ14BFY | Optare Metrocity | B25D | 2014 |
| SL14LND | Alexander Dennis Enviro 400 | B67D | 2014 |
| SL14LNE | Alexander Dennis Enviro 400 | B67D | 2014 |
| SL14LNF | Alexander Dennis Enviro 400 | B67D | 2014 |
| SL14LNG | Alexander Dennis Enviro 400 | B67D | 2014 |
| SL14LNH | Alexander Dennis Enviro 400 | B67D | 2014 |
| YY64TXB | Alexander Dennis Enviro 200 | B25F | 2015 |
| YY64TXC | Alexander Dennis Enviro 200 | B25F | 2015 |
| YY64TXD | Alexander Dennis Enviro 200 | B25F | 2015 |
| YY64TXE | Alexander Dennis Enviro 200 | B25F | 2015 |
| YY64TXF | Alexander Dennis Enviro 200 | B25F | 2015 |

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2015—2016

The six new Alexander Dennis Euro 6 buses replaced Euro 3 Dennis Dart/East Lancs vehicles.

Given Mercedes-Benz decision to no longer offer the Setra product in right hand drive, research into the available coaches on the market was undertaken. This process determined the superiority of the Mercedes-Benz product and the decision to in future place orders for the Mercedes-Benz Tourismo model, which is similar to the Setra 416 GT HD. An initial test model was delivered in April 2015. The coach is specified to a high standard, based on a tri axle design with 49 seats.

Future known orders for delivery in January 2016 include three new Volvo/Caetano coaches to National Express specification, which will see the existing National Express coaches re-modelled into Epsom Coaches livery. The entire coach fleet will be replaced by June 2020, with Euro 6 vehicles to comply with the London Ultra Low Emission Zone due to be introduced in September 2020.

The bus fleet will likely feature hybrid drivelines in future and will continue to be amongst the youngest in the UK.

The development of vehicles over 95 years has shown no limits, what will the future hold?



2015 - 2016

| | | | |
|---------|-----------------------------|-------|------|
| YY64TXG | Alexander Dennis Enviro 200 | B25F | 2015 |
| BJ15BDO | Mercedes Tourismo M | C49F | 2015 |
| YD63UZL | Optare Metrocity | B29D | 2014 |
| BX65WDF | Volvo B8R Caetano Levante | C48 F | 2016 |
| BX65WDG | Volvo B8R Caetano Levante | C48F | 2016 |
| BX65WCY | Volvo B8R Caetano Levante | C48F | 2016 |
| SN64CTZ | Wright StreetLite | B28F | 2015 |
| SN64CUA | Wright StreetLite | B28F | 2015 |
| SN64CUH | Wright StreetLite | B28F | 2015 |
| SN64CUK | Wright StreetLite | B28F | 2015 |
| SN64CUU | Wright StreetLite | B28F | 2015 |
| SN64CUV | Wright StreetLite | B28F | 2015 |
| SN64CUW | Wright StreetLite | B28F | 2015 |
| SN64CUY | Wright StreetLite | B28F | 2015 |
| SN64CVB | Wright StreetLite | B28F | 2015 |
| SN64CVC | Wright StreetLite | B28F | 2015 |
| YJ14BFY | Optare Metrocity | B25D | 2014 |



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Mercedes Benz Citaro



2017

2017, saw another large intake of vehicles, including a return to Mercedes Benz Citaro, this time the Citaro K, a shorter version at 10.5 metres. These operated the newly won contract for route 413. The first ADL MMC buses were also purchased for route S3, joining some older models as part of a new contract.

Not shown, are four new Mercedes Tourismo coaches, due for delivery in February. These were cancelled, following the decision to close Epsom Coaches

2017

| | | | |
|---------|------------------------|------|------|
| YJ66ARO | Optare Solo M900SR | C27F | 2017 |
| BV66GXY | Mercedes Benz Citaro K | B28D | 2017 |
| BV66GXZ | Mercedes Benz Citaro K | B28D | 2017 |
| BV66GYA | Mercedes Benz Citaro K | B28D | 2017 |
| BV66GVB | Mercedes Benz Citaro K | B28D | 2017 |
| BV66GYC | Mercedes Benz Citaro K | B28D | 2017 |
| BV66GYD | Mercedes Benz Citaro K | B28D | 2017 |
| BV66GYE | Mercedes Benz Citaro K | B28D | 2017 |
| BV66GYF | Mercedes Benz Citaro K | B28D | 2017 |
| BV66GYG | Mercedes Benz Citaro K | B28D | 2017 |
| YX17NXC | ADL Enviro 200 MMC | B24F | 2017 |
| YX17NXD | ADL Enviro 200 MMC | B24F | 2017 |
| YX17NXE | ADL Enviro 200 MMC | B24F | 2017 |



Key:
C - Coach B - Bus 24 - Seats F - Front Door D - Double Door 1990 - Year of vehicle



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