

AN121 VPB121M

CHASSIS: AN68/1R
ENGINE: Leyland 0680 11.1 litre, developing 153 bhp at 1750 rpm
BODYWORK: Park Royal H43/28D (Bodywork No: PR B60655)
LENGTH: 30 ft 9¾ inches
WIDTH: 8 ft 2½ inches
HEIGHT: 14 ft 6 inches
WHEELBASE: 16 ft 3 inches
WEIGHT: 9300 kg (9 t 3 cwt 0 q)
BUILT: 1974
NUMBER BUILT: 3

AN121 was delivered to London Country Bus Services Ltd on 18th April 1974 in the National Bus Company's Green and White livery along with AN122 and AN123. These three Atlanteans were ordered because three XAs were sold to the China Motor Bus Company of Hong Kong in April 1973.

The buses are similar to the first Park Royal batch, except for the position of the staircase which is behind the driver's cab. Another difference is the three track number blind with single destination screen. Both of these features are standard on single door Park Royal and Roe bodies Atlanteans (AN124 – 293).

The three entered service at East Grinstead in May 1974 and replaced three earlier Metro Cammell ANs which moved to various other London Country Garages.

Drivers from East Grinstead referred to AN121 as "ANNIE". She remained here until the garage closed eight years later.

ANNIE's history after her first eight years is as follows (Garage codes defined by Capital Letters):

Jul 1981 - 1st overhaul
Jan 1982 - Transferred to **ReiGate** (**East Grinstead** closed)
Jun 1982 - Transferred to **HARlow** (seats re-upholstered before entering service)
May 1984 - 2nd overhaul
Sep 1986 - Allocated to London Country Bus North East Ltd when LCBS split into four operating Companies
Jan 1987 - Transferred to **Grays**.
Aug 1987 - Transferred to **SteVenage** (loan only)
Sep 1987 - Returned to **Grays**
Sep 1988 - Training Duties **Grays**
Oct 1988 - Training Duties **St Albans**
Dec 1988 - Training Duties **Hatfield**
Jan 1989 - Allocated to Sovereign Bus & Coach Co Ltd when LCNE split into two operating Companies
Jan 1989 - Training Duties **SteVenage**
Mar 1989 - Withdrawn and sold to CHRIS WALL of Stevenage, Herts for preservation.
Jun 1993 - JOHN COPPING became co-owner



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