

ORSBORN. Robert Lewis

t/a Orsborn & Son and/or Maroon Coaches,
later t/a R L Orsborn & Son Ltd (555108)

40, Gordon Street

KETTERING

Along with Bagshaw & Sons, Walter Keach and Percy Kerr, Robert Lewis Orsborn was one of Kettering's pioneer charabanc operators which all survived into the 1930s, with Orsborn continuing into the post-War period. In preparing this history quite a number of snippets of information about Robert Orsborn and his activities have been gleaned, but the absence of precise corroborative dates have sometimes made it difficult to be sure they are recorded chronologically.

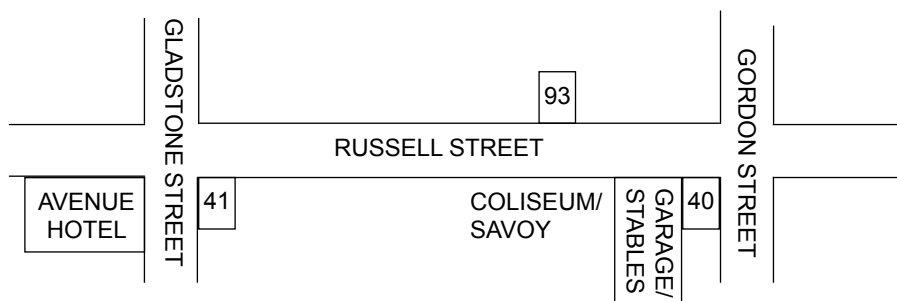
Robert Lewis Orsborn was born circa 1872, reports varying at different census dates, at Westbury on the Northants/Buckinghamshire border. By 1890 he and his wife Maggie, who originated from Pattishall, had moved to Marylebone where Robert Orsborn was described as a bicycle fitter. Whilst living in London, Robert and Maggie had two daughters - Nellie (b1892) and Margaret Bessie (b1893) but in 1895 the Orsborn family returned to Northamptonshire where they settled in Kettering at 93 Russell Street. Apparently Robert Orsborn at first worked in Kettering as a machine painter. The Orsborn's third child - Herbert John Lewis - was born on 29th January 1903 and he, together with Margaret Orsborn's future husband, William A Brackwell, were destined to be fully engaged in the family's carrying and coaching business. However, Mrs Maggie Orsborn is remembered as being "the boss" of the outfit, being a very strong willed character. For a couple of years in the early 1930s Robert Orsborn served as a Councillor for Kettering Urban District Council.

Although initially residing at 93 Russell Street, the Orsborns soon moved a few yards to 41 Gladstone Street, Kettering which was on the corner with Russell Street where from the early 1900s a general store was kept. It is reported that Robert Orsborn at first operated horse-drawn trolleys and brakes from 1904 onwards and soon graduated to the supply of carriages for weddings, funerals and other events. Apparently he used white horses for weddings and black ones for funerals. At a date unknown, the Orsborn's bought a second shop premises at the next junction along Russell Street, which was

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Gordon Street, where the property was numbered 40. In the firm's coach operating days, for much of the time part of the ground floor of this premises were used as the administrative office and booking agency whilst still retailing sweets, tobacco etc., whilst the upper floor was let as accommodation to various people. Kelly's Directory of Northamptonshire for 1914 lists Robert Orsborn as a Shopkeeper at both 41 Gladstone Street and 40 Gordon Street. The property at Gordon Street had stables and outbuildings either attached to it or added by Orsborn for his business during the early 1900s. The land in question faced onto Russell Street and was later the depot from which Orsborn operated his motor lorries and coaches, subsequently erecting a brick-faced garage in 1955 adjacent to the Savoy Theatre which had earlier been known as the Coliseum Variety Theatre.

Interestingly, the Coliseum was burnt to the ground in April 1937 but was subsequently rebuilt as the Savoy and, in more recent years, became a Bingo Hall. Fortunately, at the time of the fire, it was possible to remove Orsborn's buses and vans to safety. During the period the building served as a Variety Theatre Robert Orsborn regularly ran a bus down to Kettering Railway Station to collect the artistes appearing at the theatre and convey them to their digs. If the numbers exceeded the digs available, performers would often stay with the Orsborns.



Probably during the first World War Robert Orsborn commenced operating motor buses and lorries. To deal with the latter first, he inaugurated a regular carrier's service from Northamptonshire to Leicester but from what date it started is not clear. It continued until well after the second world War and was finally sold to Townsend's Carriers Ltd of Rushden in the late 1950s. With regard to omnibuses, the earliest record of Orsborn's involvement comes from the Minutes of Kettering Urban District Council's Streets, Buildings and Sanitary Committee of 26th May 1915 when Robert Orsborn was granted Hackney Carriage Licences for two omnibuses and a driver's licence. Unfortunately there is no information regarding the use to which these two omnibuses were put. In June 1917 Robert Orsborn was granted a licence for an omnibus seating twenty persons and he was again licensed as a driver. Similarly licences were renewed in the period 1918 to 1920 and on one occasion in May 1919 the Council informed Orsborn that they would be prepared to consider the licensing of his motor vehicle when proper seating had been provided therein. Another report suggests that Robert Orsborn acquired his first motor vehicle in 1919 and that all previous transport was horse-drawn. Certainly no details of any of Robert Orsborn's vehicle are known prior to 1919 when he purchased an Austin

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registered BD 488 which served as both a lorry and a bus and was no doubt the vehicle referred to by Kettering Council. Within the next couple of years he acquired a Dennis charabanc registered NH 2321 which probably started life in 1919 with a Northampton operator. Another early charabanc was a handsome Thornycroft, the registration number of which has not been positively identified.



Orsborn's former Russell Street garage dating from 1955 as it appeared in September 2006. The white property to the left is 40 Gordon Street. Even after reconstruction in 1955, rings let into the wall adjacent to the Theatre, for the tethering of horses could still be found.



In this view Robert Orsborn's Thornycroft charabanc is taking a party from Kettering Working Men's Club to Rockingham in the early 1920s.

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Orsborn & Son, the title under which the firm traded from the early 1920s, specialised in private hire and excursion work and are said to have kept their vehicles in pristine condition, looking magnificent in their rich maroon livery. Conveying local Bowls Clubs on their outings and similar private hires for other organisations provided the firm with much business. Orsborn & Son engaged in very little press advertising and must have built up their enviable reputation by word of mouth.

BRIGHTON BY CHARABANCS
OSBORN & SON
Have a Few Seats left for 10-day Trip,
AUG. 5th to 14th. RETURN FARE 30/-.
Also for Return Aug. 5th. and Outward Journey
only. Aug. 11th—LONDON or BRIGHTON.
40, GORDON ST., KETTERING.
*Phone 345. Pick up Burton and Rushden.

One of very few press advertisements by R L Orsborn & Son appeared in the Kettering Evening Telegraph for Monday 31st July 1922, designed to fill vacant seats on a ten-day holiday trip to Brighton.

Returning to the subject of rolling stock, a Ford TT lorry was bought in March 1922 for the Leicester parcels service and in 1924 a Vulcan charabanc was acquired and registered BD 9447. By 1930 this machine had been converted into a van to take over from the Ford on the Leicester run. The next acquisitions for the fleet were RP 1141 - a Bean lorry - in May 1925 followed by RP 2236 which was a 1926 Maudslay ML4, probably with Buckingham bodywork and RP 7407, a 1929 Maudslay ML4B which definitely carried a Buckingham all-weather body.



In this view Orsborn's Maudslay ML4B — RP 7407 — is shown when new in 1929 with its all-weather Buckingham body. The location of the picture is unknown and probably the vehicle to the right was not one of Orsborn's coaches.
(Photo courtesy G H F Atkins/Roy Marshall collection).

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At the time of the passing of the Road Traffic Act, 1930, Robert Orsborn made two applications to the Traffic Commissioners for Road Service Licences. The first, as expected, was to continue his excursions and tours operation starting from Rockingham Road, Kettering. A total of twenty-seven tours were applied for, the most significant of which were an eight-day period excursion to Great Yarmouth and day trips to London, Clacton, Hunstanton, Skegness and Great Yarmouth. A maximum of three vehicles was authorised for operation on any one day. In addition, it is evident that Orsborn was at this time also running a workmen's service from York Road, Kettering to Birch Road via Russell Street, Linden Avenue, Mill Road, Windmill Avenue and Stamford Road. The above two licences were soon given the Traffic Commissioners' references TER 970/1 and 970/2 respectively. In the years following and up until the War there was very little change to Orsborn's excursions and tours licence — just a few fare changes and minor alterations — the total number of tours being authorised by 1939 being twenty-three. The workmen's stage-carriage service licence was not modified at all but was discontinued at an unknown date towards the end of 1936.

Although clearly satisfied with his Maudslay passenger vehicles, Robert Orsborn's next choice for a new coach was a Commer Invader which he bought in June 1930 when it was registered RP 9020. The manufacturer of its body is not known but it seated twenty passengers. Some four years later Orsborn added a third Maudslay to his fleet and this time it was an ML3 model to which was fitted a handsome body to seat thirty-two by local coachbuilder Spite of Thrapston. This flagship machine took the registration NV 3778 in May 1934. Messrs Spite of Thrapston built few coach bodies, unfortunately, and was the successor firm to coachbuilder Arthur Barnett of Thrapston, established in 1865. Spite was said to have been a fine craftsman who hand built bodies onto chassis for the most discerning customers. He built several horse boxes and commercial vehicles doing his own drawings for each special job and worked to the highest standards. The photographs overleaf confirm this.

The 1925 Bean lorry purchased by Orsborn was taken out of service in December 1933 and was not replaced. However, eighteen months later a Commer with a van body was bought in September 1935. In June 1937 another Commer was acquired but this time fitted with a twenty-seat coach body which is thought to have been constructed by Spite of Thrapston but not definitely confirmed. These latter two machines were respectively registered NV 5948 and NV 9353. The Commer van actually replaced the elderly Vulcan BD 9447 whilst the Commer coach replaced the similar 1930 Commer registered RP 9020 which was sold to A F Cooper of Rothwell. At sometime during the 1935/6 period the twenty-six seater Maudslay RP 2236 was converted into a van by Spite's Coachworks who also, in the same period, replaced the canvas roof of Maudslay RP 7407 with a metal structure of a permanent nature.

The next development of Robert Orsborn's business again concerned the parcels and removals side of the business when it was decided to operate two daily runs to Leicester from Northamptonshire - one in the morning and one in the afternoon. For this purpose

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What a fine sight Maudslay NV 3778 must have been in the 1930s! Unfortunately the notice on the side of the vehicle is not decipherable to reveal the name of the association of gentlemen hiring R L Orsborn's coaches on this occasion. Behind is Maudslay RP 7407 but the vehicle behind that has not been identified.



An even better illustration of the Spite bodied Maudslay NV 3778 is depicted here but probably photographed in 1948, after it had passed to W Cowell of Ilford.

(Photo courtesy of D W K Jones / David Packer)

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two more Commer vans were purchased in January 1938 and registered ABD 376/7. Both apparently displayed stickers on their windscreens indicating they were earmarked for possible War Department use. These new Commers displaced the older Maudslay RP 2236 which, by this time, was operating as a van. The 1929 Maudslay RP 7407 was also taken out of service at about the same time and was replaced by another new Commer which carried a Waveney body seating twenty passengers and collected the registration ABD 647. The Central Motor Company of Kettering supplied Robert Orsborn with this vehicle.



Fortunately an illustration of Orsborn's Commer registered ABD 647 has survived and what a splendid looking vehicle it was. The stylish Waveney bodywork of the pre-War period certainly enhances the Commer PN3 chassis.

The outbreak of War in September 1939 soon put paid to the operation of excursions and private hires. Early on in the War, Maudslay NV 3778 was commandeered by the Army and Bill Brackwell was instructed to take it to a depot in the Cotswolds where he stayed with it for several weeks. After a time Brackwell was sent home without NV 3778 which was later released, probably late in 1941. In addition, coaches were used to convey construction workers from the Kettering area to both Chelveston and Podington when aerodromes were being constructed at these locations in the 1940-2 period. As already mentioned, the two Commer vans ABD 376/7 were on call to the War Department and one of these was commandeered, with its driver, to work with an Army supply column at

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nearby Barnwell. The other was taken to Colchester and later re-registered as GLW 536 in February 1942, not returning to Orsborn. With the departure of the two Commer lorries the rear panelling was cut from the remaining Maudslay coach NV 3778 and the windows boarded up so that it could serve as a goods vehicle on the Leicester run for the duration of the War.

On many occasions during the War a lorry and Driver would be directed, for example, to pick up 1,000 rifles from Weedon Depot and convey them to Tidworth, or to collect empty rifle cases, take them to the B.S.A. Works and collect full cases.

As far as it is known, throughout the War Orsborn retained the use of the Commer van NV 5948 and, at some time later in the War, Commer van ABD 376 was returned from Army use. Both vehicles are recorded as being last licensed to Robert Orsborn in December 1947 and were replaced by a pair of Austin K2 vans registered DRP 864 and DRP 963 supplied by the Central Motor Company of Kettering. On the passenger side of the business in the post-War years Robert Orsborn resurrected his excursions and tours programme, still being licensed to operate twenty-three tours using a maximum of three vehicles and apart from increases in fares in 1953, the licence remained unaltered throughout successive changes to the legal ownership of the firm or subsequent limited company which will be mentioned later. In addition, Orsborn & Son were contracted to carry the Kettering Town Football Team to its away matches, an arrangement that was to last for many years.

With regard to rolling-stock, the Maudslay ML3 registered NV 3778, that had been converted during the War for use as a van, was restored for passenger use but lasted probably only to the end of the 1947 season. This and the two twenty-seat Commers NV 9353 and ABD 647 comprised the fleet until July 1949 when a thirty-three seat A E Smith bodied T.S.M. coach was purchased and registered ERP 679 to replace the elderly Maudslay. It was another couple of years later that GBD 672 was purchased, this being an Austin CXB with fully-fronted Pearson bodywork.



This view of the Tilling-Stevens registered ERP 679 with its A E Smith of Kettering bodywork can be seen when the coach was subsequently owned by Berresford's Motors of Cheddleton.

(Photo courtesy of Roy Marshall).

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This excellent photograph of GBD 672, Orsborn's Pearson bodied Austin CXB of 1951 vintage was taken in the following year at Starling Corner.

(Photo courtesy A Hustwitt/ATPH).



Another view of Austin GBD 672 is included as Herbert Orsborn can be seen with his hand on the coach door.

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Unfortunately Robert Orsborn died aged 78 years on 26th March 1950 and the business was then run by the executors of his estate who were his wife Maggie and William Gunn, who was a friend of the family. By January 1954 it is believed that Maggie Orsborn had also died and the executors were then the daughter, Margaret Bessie Brackwell and A W Smith, a Solicitor. Following this it is understood that a limited company was formed on 4th July, 1955, entitled R L Orsborn & Son Ltd (555108), but no records of this have so far been traced at Companies House. Irrespective of this latter point, Road Service Licences were renewed from February 1957 in the name of the limited company. For the record, the Traffic Commissioners' references for Orsborn's group of excursions starting from Rockingham Road, Kettering changed from the original TER 970/1 to TER 3999/1 in June 1950 after the death of Robert Orsborn and when the firm was in the hands of the executors - Maggie Orsborn and William Gunn. A subsequent change of executors in 1954 saw the licence being renewed as TER 4521/1 and on the formation of the company R L Orsborn & Son Ltd the reference became TER 4870/1.

Reverting again to vehicles, by 1954 the pre-War Commer NV 9353 had reached the end of its coaching life and was replaced by a second-hand Bedford SB with thirty-three seat Duple Vega coachwork and the index LVR 796. In the following year, 1955, the time came for the Tilling-Stevens ERP 679 to depart the Orsborn fleet and its place was taken by a new Bedford SBG, this time with a thirty-six seat Duple Vega body, this machine being allocated the registration MBD 317. In July 1957 the Austin registered GBD 672 was disposed of and replaced by PTC 880 which was a used Bedford SB, again with the usual Duple Vega bodywork. At the end of 1958 the 33-seat Bedford SB registered LVR 796 was replaced on a short-term basis by a five year younger Bedford SBG registered KBA 971, but seating forty-one passengers. This vehicle remained with Orsborn

N ^o 1067	Date..... N ^o 1067
Date	ORSBORN'S MAROON COACHES
TRIP	Trip..... Fare.....
Fare Paid	Coaches leave Rockingham Road Stand at..... p.m.
Received by	PASSENGERS PLEASE NOTE!
	We guarantee you a seat but cannot guarantee that any certain Passengers will sit together In the event of Passengers being too late for the Coach, fares cannot be refunded
	This Ticket is issued only on the above conditions
	ORSBORN & SON, Proprietors 40 Gordon Street, Kettering Phone 2345

A facsimile of one of Orsborn & Son's excursion tickets.

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only for about six months before it, too, was replaced by a new Bedford SB3 with forty-one seat Duple Vega coachwork and registered TNV 837 in May 1959.

Thereafter no more coaches were purchased and in November 1962 the then owners of R L Orsborn & Son Ltd, who were Herbert Orsborn, Nellie Orsborn and Margaret Brackwell reached agreement with Paul Gilby and John Shelton, owners of Shelton's of Wollaston (Garages) Ltd, to amalgamate Shelton Coaches and R L Orsborn & Son Ltd, henceforth trading under the Shelton-Orsborn title.

Quite how the amalgamation was achieved is far from clear to the Author. As previously stated, a limited company called R L Orsborn & Son Ltd had been formed in 1955 with Herbert Orsborn and Margaret Brackwell as Directors. On 24th July 1962 a new company was incorporated as the Admirable Car Hire Co Ltd (730642) and this apparent "off the shelf" company was acquired on or about 18th October 1962 by Herbert Orsborn and Margaret Brackwell. The nominal capital of this company was £100 in 100 shares of £1 each and at the above date 99 of these shares were held by R L Orsborn & Son Ltd and 1 share was jointly held by R L Orsborn & Son Ltd and Margaret Brackwell. By Special Resolution of the Admirable Car Hire Co Ltd on 3rd November 1962 the name of the company was changed to R L Orsborn & Son Ltd, this being accepted by the Board of Trade on 29th November 1962. Presumably the name of the original company entitled R L Orsborn & Son Ltd (555108) was changed concurrently to something else. In due course the 100 shares in the new R L Orsborn & Son Ltd (730642) were held 50 each by Paul Gilby and John Shelton.

Herbert Orsborn continued to work for Messrs Shelton and Gilby for a few years until he retired. Herbert eventually died in March 1989.

The story of Shelton-Orsborn from November 1962 will be continued in paper NN-SH6.

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Author's Note:

Some years ago I was fortunate in corresponding with George Robbins who drove both lorries and coaches for Robert Orsborn in 1930/1 and again from 1932 until the early post-War period. In one of his letters he described his experiences during the Kettering annual holiday period in either 1932 or 1933 which gives a flavour of life at that time. This is what he wrote:-

"I fancy the highlight of the year was the August holiday period with the start at 6.00am for Yarmouth - three coaches and the Essex car - me being the number one and Bill (Brackwell) last. Later it was four coaches and two cars. Leading up to this there were weeks of bookings and allocating seats, often some juggling with them, and Mrs Orsborn

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in command. Invariably there was overbooking and children were sitting in the gangways on makeshift seats, and I think the return fare was 34/-d. The luggage went down on the Vulcan which was left there for the week. Tom Clarke drove this, he never drove any of the coaches, though he drove the Essex car. Rather a nervous type was Tom. So off we went, Mrs Orsborn strutting up and down like a station master! I should add that Father Orsborn and another chap, named Harry Wright, who lived nearby and was always in and out of the garage, used to accompany Tom. Then the following week was a trip to Skegness, Clacton, Hunstanton, Yarmouth or wherever, depending on bookings for which coach went where, so early mornings and late nights were the way of life, for cleaning and refuelling had to be done, no other staff for this, no extra money for Tom or I either. Whichever one of us was not on a coach journey on the Thursday of this week, went to Leicester, mainly for the foodstuffs from Roberts & Roberts Ltd for their branch at Northampton, and what else there may be. August being a general holiday, the factories were closed so the rule was, one would deliver to Northampton on Friday morning, we others get the vehicles ready, and we used to set off about 2.00pm Friday afternoon for Yarmouth, Father Orsborn going with Bill, Harry Wright with Bert (Orsborn), and Tom with me. We took blankets and slept on the back seat of my bus, that is for Tom and I, there being a seat for four behind the driver, which Tom, being shorter than I, took. Can't say about the others. This was at Yarmouth Racecourse. From there we would go and have a drink and a meal and enjoy some time around the Fun Fair, supper, then off to sleep. Morning saw us bring the coaches down to the Fish Quay (where we used to pick up), off to the toilets for a wash etc., breakfast, collect the lorry, help load the luggage and see them off. We would go off, get some dinner and set off home at 2.00pm stopping at Newmarket for tea. Used a pub just off the Clock Tower for this on both journeys (Crown Hotel) which was a recognised procedure. Strings of coaches all doing the same kind of thing. In a number of cases this was done far and wide. The drivers used to use a separate room and their refreshments were usually free of charge for bringing in the custom. When going to Skegness we stopped at Spalding, Boston for Cleethorpes, Horseheath for Clacton or Wisbech for Hunstanton. Back on the usual routine after the holiday. We were occasionally on hire to others. I once did a Windsor and Virginia Water trip on hire to Nightingale's of Northampton, a Shakespeare Country tour with the Rushden people - Scroxtan, Robinson, Abbott or Stan Smith of Irthlingborough who usually worked together. Also one to the Aldershot Tattoo held at Rushmoor Arena."

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The Author is also grateful to Herbert Orsborn's son, Brian, for confirmation of the details included in this paper.

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
Vehicles prior to 1919, if any, are unknown.													
BD 488	Austin			21420	?	Lorry/ Bus	—	2/19	—	5/24	—	No further owner	
NH 2321	Dennis	4ton/30hp		?	?	Ch? 26	—	9/19	?	3/28	Northampton operator?	No further owner	
?? 3551	Thornycroft	40hp		?	?	Ch27?	—	?	?	?	?	?	
BD 6355	Ford	TT		5411238	?	Lorry	—	3/22	—	by -/30	—	Craddock Bros., Kettering	1
BD 9447	Vulcan	VSD		587	?	Chara/ Van	—	5/24	—	7/35	—	No further owner	
RP 1141	Bean	25cwt		2365	?	Lorry	—	5/25	—	12/33	—	No further owner	
RP 2236	Maudslay	ML4		3833	Buckingham?	C26	—	3/26	—	3/38	—	No further owner	2
RP 7407	Maudslay	ML4B		4579	Buckingham	AW30	—	5/29	—	c4/38	—	No further owner	3
RP 9020	Commer	Invader 6TK		28076	?	C20R	?	6/30	—	6/37	—	A F Cooper, Rothwel	
NV 3778	Maudslay	ML3		5121	Spite	C32R	—	5/34	—	c9/47	—	W Cowell, Ilford	4
NV 5948	Commer	B30 Raider		FC44923	?	Van	—	9/35	—	12/47	—	No further owner	
NV9353	Commer	PN3		46581	Spite ?	C20F	—	6/37	—	by 6/54	Supp Central Motor Co., Kettering	W Tiltman, Kettering	5
ABD 376	Commer	N2		70438	?	Van	—	1/38	—	12/47	—	No further owner	6
ABD 377	Commer	N2		?	?	Van	—	1/38	—	by 2/42	—	War Department	7
ABD 647	Commer	PN3		46H708	Waveney	C20F	—	4/38	—	-/57	Supp Central Motor Co., Kettering	F Wallace, Titchmarsh	8
DRP 963	Austin	K2/LV		48061	?	Van	—	12/47	—	?	Supp Central Motor Co., Kettering	?	

Notes: 1 - BD 6355 last licensed to Craddock Bros. as a goods vehicle 9/30.

2 - RP 2236 converted into a van by Spite of Thrapston circa 1935/6.

3 - RP 7407 fitted with metal covered top by Spite circa 1935/6.

4 - NV 3778 commandeered by Army for a short period during the War and after its return used as a van by Orsborn until the end of the War; the conversion being achieved by the removal of rear panelling and boarding up of the windows. Last owned by W Cowell, Ilford and last licensed 12/48.

5 - NV 9353 last licensed by Tiltman 10/55.

6 - ABD 376 commandeered by the Army and used at Barnwell

7 - ABD 377 commandeered by the Army and taken to Colchester. It was re-registered GLW 536 in 2/42.

8 - ABD 647 was used by Wallace as a mobile shop and was last licensed 12/62.

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	DRP 864	Austin	K2/VY	114212	?	Van	—	1/48	—	?	Supp Central Motor Co., Kettering	?	
	ERP 679	T.S.M.	K6LA11	9485	Smith	C33F	—	7/49	—	2/55	Supp Wood Bros. & Runham, Northampton	Berresford, Cheddleton	
	GBD 672	Austin	K4/CXB	143428	Pearson	FC32C	—	3/51	—	7/57	—	Shilver, Hemmingbrough	
	LVR 796	Bedford	SB	1168	Duple Vega	C33F	56677	4/51	by 6/54	12/58	Stanier, Newchapel	Rouse, Blockley	
	MBD 317	Bedford	SBG	38865	Duple Vega	C36F	1055/393	2/55	—	11/62	—	Shelton Coaches, Wollaston	
	PTC 880	Bedford	SB	15496	Duple Vega	C37F	1031/22	3/53	7/57	11/62	Tresize, N. Walsham	Shelton Coaches, Wollaston	
	KBA 971	Bedford	SBG	40602	Duple Vega	C41F	1060/54	4/56	12/58	5/59	Cowburn, Westhoughton	Brown, Norwich	
	TNV 837	Bedford	SB3	70498	Duple Vega	C41F	1105/398	5/59	—	11/62	—	Shelton Coaches, Wollaston	