

Bygone Buses

of
NORTHAMPTONSHIRE

NN-JA1
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JACKSON. Alfred Soper The Stag's Head, High Street, EARLS BARTON

Alfred Soper Jackson, who was born in 1876, had become the licensee of the Stag's Head public house at Earls Barton prior to the First World War and, like many other publicans who needed to supplement their income, resorted to the operation of charabancs and taxis. In fact Alfred Jackson was one of the first to do so in Northamptonshire as on 15th May 1913 he purchased a blue Lacre 30 horsepower convertible charabanc which was registered BD 1872 at that time.



Lacre covered charabanc BD 1872 was photographed outside the Stag's Head at Earls Barton. Note the gentleman standing on the roof stowing luggage.

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Forestyn" 101 Broadway East, Northampton NN3 2PP, who would be pleased to be advised of any additional information relating to the above operator. The records of the PSV Circle and the Omnibus Society have been consulted extensively for this series and acknowledgement and thanks are due to these organisations.

JACKSON. Alfred S - EARLS BARTON

By 15th September 1913 Jackson had been granted Hackney Carriage licences by Northampton Borough Council Watch Committee permitting him to drive and authorising the use of a bus stand at Abington Square. Evidently Jackson inaugurated a market days shopping service from Earls Barton to Northampton on Wednesdays and Saturdays, this being listed in Lea's Northampton Directory for 1914. Clearly Alfred Jackson also made his charabanc available for private hire work but it is not known if he used the Lacre for the carriage of goods.

Alfred Jackson and his wife Edith Elizabeth Jackson next ventured into taxi operation and is known to have run a 1914 Humber registered NH 1295 which was purchased by the Jacksons on April Fool's Day 1915. In the following year application was made to Wellingborough Urban District Council for licences to permit Jackson to drive and stand his charabanc at Wellingborough Market Square and these were duly granted by the General Purposes Committee at their meeting held on 17th May 1916. Whether or not Jackson ran market day services from Earls Barton to Wellingborough at this time is unknown. The Wellingborough Motor Omnibus Company had this route well covered and it seems more likely Jackson concentrated on private hire work. It is understood that Jackson stood his charabanc at Wellingborough Market Square before May 1916 but the Urban District Council did not seek to regulate such operations prior to November 1915.

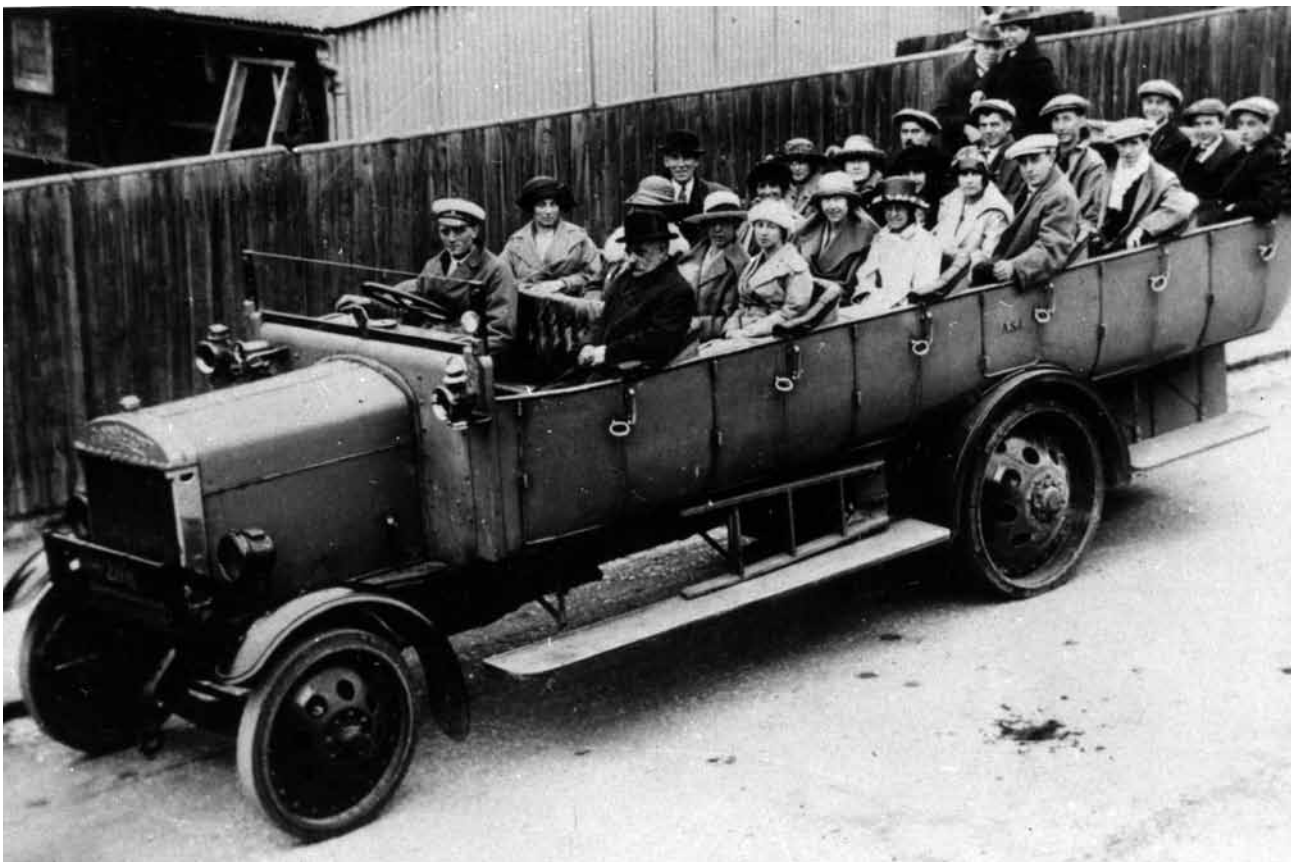


A nearside view of Thornycroft NH 2118 with its hood unfurled. Alfred Jackson is the gentleman standing at the front of the charabanc photographed at Wellingborough Market Street. Note the small ladder attached to the running board to assist passengers gain access to the seating.

JACKSON. Alfred S - EARLS BARTON

Alfred Jackson sold his Lacre to George Keeber of Wellingborough on 25th January 1919. If his charabanc operation continued uninterrupted after this time Jackson must have acquired another vehicle about which nothing is known. However, on 25th May 1919 Jackson purchased a 40hp Thornycroft J-type charabanc of a drab colour which was registered NH 2118. This vehicle is said to have been bodied by Messrs York, Ward & Rowlatt of Wellingborough but if so it would most likely have been given a "BD" registration rather than "NH". Messrs Hollingsworth of Northampton produced remarkably similar bodywork to that fitted to NH 2118 and if this firm had supplied the vehicle it would logically explain its registration mark. This is, however, pure speculation but what is certain is that NH 2118 was licenced to carry thirty passengers.

Towards the end of 1920 Alfred Jackson applied to Northampton Borough Council Watch Committee to transfer his Hackney Carriage stand from Abington Square, Northampton to Abington Park Gates. This new terminal, being about a mile from the town centre, suggests that by December 1920 Jackson's main traffic was on Saturdays only from Earls Barton to Northampton Town Football ground, which was situated close to Abington Park.



Another illustration of Thornycroft NH 2118 but this time with its canvas hood stowed at the rear. On the occasion on which this photograph was taken at Portland Road, Rushden, the charabanc was on hire to Harry Scroxtton of Rushden.

JACKSON. Alfred S - EARLS BARTON



For good measure the offside of Thornycroft NH 2118 can also be shown and may be seen at the rear of Harry Scroxtton's Caledon registered BD 4283.

Unfortunately Alfred Jackson died at the young age of forty-five on 22nd January 1921. His wife took over the tenancy of the Stag's Head public house and continued operating the charabanc and taxis. Indeed, a new blue Ford T landaulette taxi registered BD 4912 was placed in service in February 1921 which Mrs Jackson was still running in February 1926. It is also known that she was still operating the Thornycroft charabanc in December 1925 but it is believed Mrs Jackson ceased soon afterwards.

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Notes
							New	S/H	W/D			
BD 1872	Lacre	30hp	20843	?	Ch		5/13	—	1/19	—	G Keeber, Wellingborough	
NH 1295	Humber	10/12hp	?	-	Taxi		4/14	4/15	2/21?	?		
NH 2118	Thornycroft	J	?	Y.W&R or Hollingsworth	Ch30		5/19	—	?	—	H Billson, Wellingborough	1
BD 4912	Ford	T	?		Taxi		2/21	?	?	Y.W&R, Wellingborough	C A Burbidge, Northampton	2

Notes: 1 - Still owned by Mrs E E Jackson at 12/25. Last licensed by Billson (as a lorry) 12/36.
2 - Still owned by Mrs E E Jackson at 2/26. Last licensed by Burbidge 6/30.