

RUSHDEN MOTORS Ltd.
54, High Street South,
RUSHDEN. (395811)

This paper concerning Rushden Motors Ltd follows on from the account of the Seamarks family's involvement in transport as recorded under paper NN-SE2.

Evidently during the second half of 1944 Ralph Leonard Seamarks of 34B College Street, Higham Ferrers was firming-up on plans to develop both his garaging and coaching businesses operating from sites in Higham Ferrers and Rushden. For expansion after the War, finance would be needed and on 19th January 1945 Leonard Seamarks entered into an Agreement with Herbert Eric Perkins of Finedon and William George Stanley Ward of Higham Ferrers to, in effect, form a company to take over Seamarks' existing garaging and coaching businesses together with various properties and other assets. Both Perkins and Ward were haulage contractors.

The above Agreement preceded the formation of the proposed company so the next step was to set up "**RUSHDEN MOTORS Ltd**" which was duly incorporated on 31st May 1945 with a nominal capital of £10,000 divided into 10,000 Shares of £1 each. The principal objects of the Company were to (a) adopt and carry into effect the Agreement of 19th January 1945 made between Messrs Seamarks, Perkins and Ward; (b) to carry on business as proprietors of garages and service stations and suppliers of petrol and all kinds of spirits; (c) to carry on business as proprietors of motor coaches, motor charabancs, cabs, cars, carriages and (d) to establish and carry on a touring agency, travel bureau and booking office.

As indicated above, Rushden Motors Ltd was incorporated on 31st May 1945, with Leonard Seamarks, Herbert Perkins and William Ward as Directors, with initial shareholdings as follows:-

R L Seamarks	- 640 Shares
H E Perkins	- 2,000 Shares
W G S Ward	- <u>2,000 Shares</u>
	4,640 Shares

On 3rd August 1945 a Supplemental Agreement was made by the above three gentlemen to take into account that the proposed company had now been formed and to adjust the

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value of various assets and overdrafts in the light of trading since 19th January 1945. The garage and filling station at High Street South, Rushden together with the properties at Higham Ferrers all passed to Rushden Motors Ltd with effect from 16th June 1945, the business having been Leonard Seamarks' sole responsibility prior to that date.

The one exception to the transfer seems to have been the coach side of Seamarks' operations. At 19th January 1945 Leonard Seamarks owned three coaches which are believed to have been a Dennis Lancet registered FMF 940 and two A.E.C. Regals registered TY 9518 and GF 1736. Under this Agreement these three vehicles were valued at £2,000, to be satisfied by the issue of 2,000 Shares in Rushden Motors Ltd to Leonard Seamarks. It was, however, agreed that this purchase by the Company should not take place until the Company was able to make use of the vehicles - i.e. after the War was over and coach operations for pleasure purposes were again permitted. Evidently the time was considered right for Rushden Motors to take over Seamarks three vehicles on 22nd August 1946 when 2,000 Shares were allotted to Leonard Seamarks together with another 360 Shares for cash. Since the 19th January 1945 Agreement, Leonard Seamarks had disposed of Dennis Lancet FMF 940 and purchased the T.S.M. registered UU 3171. It is assumed, therefore, that the three vehicles included in the 2,000 Share allotment were TY 9518, GF 1736 and UU 3171.

However, between the period from 16th June 1945 when Rushden Motors Ltd commenced trading and 22nd August 1946 when Seamarks' three coaches appear to have been taken on board by the Company, four other vehicles had entered the fleet. As far as can be ascertained these four motors were all obtained in Rushden Motors name rather than by Leonard Seamarks as an individual. Early in 1946 Leonard Seamarks was awarded contracts to convey Displaced Persons from a camp at Little Addington to brickyards at both Fletton and Stewartby. For this purpose a pair of Dennis Lancet thirty-one seater coaches were purchased secondhand. One came from T Shippside Ltd of Nottingham, being registered AWR 756 and carrying Dennis bodywork, whilst the other one came from Anderton's Tours Ltd of Keighley, being registered AWT 621 and mounted with a Spicer body.

In addition, Rushden Motors Ltd purchased a new Bedford OB on 9th April 1946 and this carried a thirty-two seater Duple bus body and was registered CNV 668. It wore a cream and green livery as did many of Seamarks vehicles. The fourth vehicle was purchased in May 1946 and was a 1930 Gilford 168OT with Wycombe thirty-one seat bodywork. This coach, registered GK 3409, remained in service only until September 1946.

Whilst still on the subject of the fleet of Rushden Motors Ltd, the Company bought the chassis of a 1936 A.E.C. Regal, from the Ministry of Transport, that had previously been registered DHK 108. Following reconditioning the chassis was sent to Duple's Hendon coachworks to be fitted with a thirty-three seat body and upon completion in September 1946 this vehicle was re-registered as DBD 72, no doubt replacing Gilford GK 3409 mentioned in the last paragraph.

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The Traffic Commissioners granted permits to Rushden Motors Ltd to operate excursions and tours from Higham Ferrers Market Square picking up at Rushden, Wheatsheaf and Post Office and also from Rushden, Wheatsheaf picking up at Higham Ferrers. These were continuations of Road Service Licences hitherto granted to Seamarks & Son before the War. Again, either late in 1946 or early in 1947, the operating base for the coaches was returned to Nene Road, Higham Ferrers with the Rushden premises concentrating on the car garage and filling station aspects of the business.

On 22nd October 1946 William George Stanley Ward resigned as a Director of Rushden Motors Ltd and was not replaced. A month later a Special Resolution was passed by the Directors that the name of the Company be changed to "**Seamarks (Motors) Ltd**" but no further action was taken until April 1947 when the same Resolution was again passed and the change of name became effective from 17th April 1947.

The continuing story of Seamarks (Motors) Ltd is revealed in paper NN-SE3

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Nts
							New	S/H	W/D			
AWR 756	Dennis	Lancet	170931	Dennis	C31F		4/35	3/46	4/47	Shipside, Nottingham	Seamarks (Mtrs) Ltd, Rushden	
AWT 621	Dennis	Lancet	170847	Spicer	C31C		4/35	4/46	4/47	Anderton, Keighley	Seamarks (Mtrs) Ltd, Rushden	
CNV 668	Bedford	OB	11096	Duple II	B32F	41535	4/46	—	4/47	—	Seamarks (Mtrs) Ltd, Rushden	
GF 3409	Gilford	168OT	11681	Wycombe	C31F		12/30	5/46	9/46	Viney's Coaches, London N15	No further owner	
TY 9518	A.E.C.	Regal	6621347	Robson	32		4/32	8/46	4/47	Seamarks & Son, Higham Ferrers	Seamarks (Mtrs) Ltd, Rushden	
GF 1736	A.E.C.	Regal	662098	Harrington	C32D		3/30	8/46	4/47	Seamarks & Son, Higham Ferrers	Seamarks (Mtrs) Ltd, Rushden	
UU 3171	T.S.M.	B10A	5380	Wilton	FB32C		5/29	8/46	4/47	Seamarks & Son, Higham Ferrers	Seamarks (Mtrs) Ltd, Rushden	1
DBD 72	A.E.C.	Regal	6621856	Duple	C33F		4/36	9/46	4/47	Ministry of Transport	Seamarks (Mtrs) Ltd, Rushden	2

Notes: 1 - UU 3171 was originally an all-weather coach and may have been rebodied during the War.

2 - DBD 72 was new to C J Chapman, Waltham Abbey registered DHK 108 with Duple C32F body. Passed to War Department -/40. Chassis only purchased by Seamarks and rebodied by Duple 9/46 when it was re-registered DBD 72.