

Bygone Buses

of
NORTHAMPTONSHIRE

NN-CL2
Page 1

CLARKE. Albert Owen & DILLEY. Joseph Cross Street and/or Stocks Hill MOULTON

Albert Owen Clarke - always known as Bert - along with Joseph Dilley formed a partnership in 1922 to provide a bus service between Moulton and Northampton. They ordered a Ford T from suppliers Henry Oliver Ltd of Northampton on 10th February 1922 at a cost of £220 and this was delivered on 22nd February registered as BD 6200. Henry Oliver recorded the vehicle as a van but Arthur Mabbutt, one of the drivers of the bus, reports that it was fitted with a fourteen-seat bus body built by Ben Hasker of Northampton.

Clarke & Dilley applied to Northampton Borough Council in May 1922 for a Hackney Carriage Licence to ply for hire from Campbell Square, Northampton in connection with their Moulton service and thereafter licences were granted annually.

In October 1923 an application was made to the Council for a twenty-seat bus to augment the service between Campbell Square and Moulton, so this must have been the time Clarke & Dilley purchased a second-hand Vulcan saloon bus from Grose Ltd, which is also said to have carried a Hasker-built body. Unfortunately the registration number of this Vulcan is unknown but it carried the name "THE MONARCH" on its side panels, a title given it by its previous owner. If it did carry a Hasker body the likelihood is that the Vulcan had come from a local Northamptonshire operator but to date the Author has not come across one using "THE MONARCH" name. See next page for a photograph of this Vulcan saloon bus.

At some time during 1924 Bert Clarke and Joseph Dilley dissolved their partnership and Bert Clarke continued to run the Moulton to Northampton service on his own. It is possible that Bert purchased second-hand buses between 1924 and 1926 but none are known. However, on 27th January 1927 Bert Clarke bought RP 3696 which was a Chevrolet X-type saloon bus with a fourteen-seat Grose body. In the following year he splashed out on two more new buses, one a fourteen-seat Grose bodied Chevrolet LO registered RP 5842 on 27th April 1928 and the other a larger twenty-seat G.M.C. T40E, again with coachwork by Grose and registered RP 6514 on 8th October 1928.

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.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-CL2

Page 2

CLARKE A.O. & DILLEY J. - MOULTON



By good fortune a picture of "THE MONARCH" has survived, photographed in the ownership of Clarke & Dilley, standing outside the Cardigan Arms in Stocks Hill, Moulton. The usual driver of this Vulcan was Joe Wright who, on the occasion on which the photo was taken, was possibly inside the Cardigan Arms.



Driver Arthur Mabbutt stands with the Chevrolet LO registered RP 5842 and photographed at Overstone Road, Moulton on Whit Monday 1929.

CLARKE A.O. & DILLEY J. - MOULTON

During the late 1920s Bert Clarke built up quite a good service between Moulton and Northampton and on 9th September 1929 added yet another fourteen-seat Grose bodied Chevrolet registered RP 7956 to his rolling stock. This latest acquisition brought his fleet up to four modern vehicles. A couple of years later Bert acquired a slightly larger twenty-seat Grose bodied Chevrolet U-type which became registered RP 9905 on 3rd March 1931. It is likely that RP 9905 replaced the Chevrolet registered RP 3696. The livery of Clarke's buses prior to 1930 was grey and maroon whilst RP 9905 was red and black.

By the time the various provisions of the 1930 Road Traffic Act were coming into play, in August 1931 Bert Clarke applied to the Traffic Commissioners to continue his Moulton to Northampton service but modifying it during the summer period to run every 15 minutes between 1.00pm and 11.00pm on weekdays and between 6.00pm and 10.00pm on Sundays. During October 1931 Bert Clarke submitted applications to the Commissioners for two additional licences, one to allow him to run from Moulton to Northampton County Ground on the occasions of Football Matches and the other to provide a service between Northampton and Manfield Hospital in conjunction with his usual Northampton to Moulton operation.

A. O. CLARKE'S BUS SERVICE TO MOULTON.

Leaves MOULTON. Weekdays - 6.50 am, 7.0 7.20 7.30 8.0 8.30 8.40 9.15 9.35 9.45
 10.10 10.15 10.35 11.0 11.20 11.35 12.0 12.30 12.35 1.0 1.10 1.25 1.30 1.35 1.40 2.0
 2.15 2.30 2.35 3.0 3.30 3.35 4.0 4.15 4.30 4.50 5.0 5.10 5.20 5.30 5.35 5.50 6.0 6.20
 6.30 6.35 7.0 7.30 7.35 8.0 8.30 8.35 9.0 9.15 9.30 9.35 10.0 10.30 10.35 11.0 pm.
Sunday Service - 1.0 pm, 1.30 2.0 2.30 3.0 4.20 5.15 6.0 7.0 8.0 9.0 9.35 9.55 10.20

Leaves Campbell Square Weekdays - 7.5 am, 7.20 7.50 8.15 8.20 8.45 8.50 8.55 9.30
 9.45 9.50 9.55 10.35 10.50 11.30 11.35 11.50 12.10 12.25 12.35 12.50 1.0, 1.25 1.30
 1.50 2.20 2.35 2.50 2.55 3.20 3.40 3.50 4.0 4.20 4.50 5.10 5.15 5.25 5.30 5.45 5.50
 5.55 6.15 6.20 6.40 6.50 7.0 7.20 7.25 7.35 7.50 8.10 8.25 8.30 8.40 8.50 9.0 9.20
 9.40 9.50 9.55 10.0 10.20 10.40 11.0 11.30 pm
Sundays 1.20 pm, 1.50 2.20 3.0 3.20 4.40 5.35 6.30 6.55 7.30 8.15 9.0 9.25 9.55 10.50 pm.
 s Sats. only. * not Sats. † Weds & Sats only. w Weds. only.

77

A facsimile of Albert Clarke's Moulton to Northampton service taken from a 1931 "Enterprise" timetable. From Moulton buses are said to have departed alternately via Northampton Lane and Ashley Lane.

As events turned out, concurrent negotiations between Albert Clarke and United Counties Omnibus & Road Transport Co Ltd were to lead to an Agreement being signed on 5th November 1931 whereby Bert Clarke was to sell to the Company the Goodwill of his service together with his four buses. This became effective from 16th November 1931 and the three applications for licences that Bert Clarke had applied for to the Traffic Commissioners were withdrawn.

CLARKE A.O. & DILLEY J. - MOULTON

Bert Clarke's four buses registered RP 5842, RP 6514, RP 7956 and RP 9905 and the Goodwill of his service transferred to United Counties for a consideration of £1,400.

The Author is grateful to the late Arthur Mabbutt, one of Clarke's drivers, for information regarding this operator.

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Dates			Former Owner	Disposal	Nts
						New	S/H	W/D			
BD 6200	Ford	T	5411220	Hasker	B14R	2/22	—	1/32	Supp H Oliver Ltd., Northampton.		1
?	Vulcan			Hasker	B20F	?	c10/23	?	Supp Grose Ltd., Northampton.		
RP 3696	Chevrolet	X	10606	Grose	B14F	1/27	—	c 3/31?	Supp Grose Ltd., Northampton.		2
RP 5842	Chevrolet	LO	40601	Grose	B14F	4/28	—	11/31	Supp Grose Ltd., Northampton.	United Counties (235)	
RP 6514	G.M.C.	T40E	403455	Grose	B26F	10/28	—	11/31	Supp Grose Ltd., Northampton.	United Counties (234)	
RP 7956	Chevrolet	LQ	57899	Grose	B14F	9/29	—	11/31	Supp Grose Ltd., Northampton.	United Counties (236)	
RP 9905	Chevrolet	U	70313	Grose	B20F	3/31	—	11/31	Supp Grose Ltd., Northampton.	United Counties (237)	

Notes: 1 - BD 6200 last owned by W Liddington, Astcote and last licensed as a goods vehicle 3/34.

2 - RP 3696 last owned by H Butler, Leicester and last licensed as a goods vehicle 4/35.