

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NE5

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NEW STREET MOTORS Ltd

New Street, (452739)

IRTHLINGBOROUGH

New Street Motors had existed in Irthlingborough prior to 1948 but on 27th January of that year it was announced in the Kettering Evening Telegraph that the firm was now under new management. The new management apparently comprised a gentleman named Buckby about whom the Author has discovered nothing and Herbert Walters. This latter gentleman had been born in Stonesfield, Oxfordshire in 1907 and had moved to Irthlingborough before the WW2 where he drove lorries for Messrs Paragreen & Mitchell, the well-known Irthlingborough carrier. During the War Herbert Walters became a Sergeant Major in the Northamptonshire Regiment and, amongst other things, taught soldiers to drive tank transporters and other heavy vehicles. After the War Bert Walters apparently teamed up with Mr Buckby to take over New Street Motors where the Manager was a Mr F Smith and the firm advertised "Repairs and Servicing, Taxis and Coaches for Hire."

Messrs Buckby & Walters quickly formed a new Company to encompass their business when "NEW STREET MOTORS Ltd" was incorporated early in 1948 with the company number 452739.

FOR PRIVATE HIRE
26, 30 & 32 Seater
Coaches, & Seater Taxis
NEW ST. MOTORS
LTD.,
IRTHLINGBOROUGH
Phone Irthlingborough 140 or
Burton Latimer 283. Ec20

An Advertisement placed in the Evening Telegraph for Tuesday 18th May 1948 promoting coaches seating 26, 30 and 32 passengers. These would have been VV 1168, JRO 480 and CK 4188 respectively.

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It is known that initially three coaches were in stock, these comprising a 1932 Dennis Lancet seating twenty-six passengers registered VV 1168; a new Commer Commando registered JRO 480 and seating thirty clients and a 1930 Leyland Tiger which could accommodate thirty-two people and carried the index CK 4188. The taxis mentioned in the advertisement were eight-seater Humbers.



This is what Dennis Lancet VV 1168 looked like when new to Northampton Corporation Transport way back in March 1932. It was nearly sixteen years old by the time New Street Motors bought it and no doubt its twenty-six seat Grose body would have reflected its harsh life both before and during the War.

By 1st April 1949 New Street Motors was advertising 29, 30, 31 and 32 seat coaches for hire, indicating the Dennis 26-seater had by this time been replaced by two coaches seating 29 and 31 passengers. The identities of these two motors have not been discovered. Furthermore, in July 1949, Messrs Buckby & Walters purchased a new Guy Vixen with Wadham twenty-nine seat bodywork and registered ERP 778. This vehicle may well have displaced either or both of the unidentified 29 and 31 seaters mentioned above that had possibly been obtained as a stop-gap measure. Unfortunately no photographs of any of these coaches have come to light.

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The New Street Motors Ltd business seems to have continued in much the same way for the next couple of years until 1951 when a second-hand coach was bought comprising a Dennis Lancet III chassis coupled with a Yeates full-fronted 37-seat body. The registration number of this machine was URF 763 and it came from Messrs Bentley of Gnosall, Staffs. It was followed shortly afterwards by a Duple Vista bodied Bedford OB and a Thurgood bodied Bedford OY registered GTM 111 which came from N & S Coaches of Kibworth, Leicestershire, replacing the elderly Leyland Tiger CK 4188 which passed to Irthlingborough Co-operative Society Ltd. The Humber taxis may also have passed to Irthlingborough Co-operative Society at this time. HHA 436, another Bedford OB with the usual Duple Vista bodywork was acquired in January 1954 but after this time New Street Motors appears to have declined. Exactly what happened is not clear and it may be that Mr Buckby left the business at this point but this is pure speculation. The end result was that Bert Walters was declared bankrupt and it would appear that Irthlingborough Co-operative Society (Paper NN-IR2) picked up at least some of the pieces.

One of New Street Motors' regular clients was Irthlingborough Town Band and furthermore over the years Bert Walters vehicles were hired by local firms and organisations to take numerous parties to Northampton football matches, East Coast seaside destinations and many other recreational attractions.



In this illustration Bert Walters can be seen sitting on the radiator of the coach he was using whilst taking a party of Irthlingborough Town Band associates on a trip to Southend. The coaches being used on this occasion belonged to Wargate Motors of Rushden and it is possible that Bert Walters hired two coaches with larger seating capacities than he had available in his own fleet.

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That was not the last that was heard of Bert Walters however. By about September 1957, and possibly up to a year earlier a used Bedford OB with Duple Vista bodywork and registered MMT 862 was purchased and operated in the name of Bert Walters' wife - Eileen Avis Walters - and this continued until circa 1961/2 after which time Bert Walters worked for Messrs Richard Thomas & Baldwin Ltd at their Irthlingborough Iron Ore Mines. A record exists of Bedford OB - MMT 862 - being used at Geddington on 4th March 1961 without a licence. At this time Herbert Walters was recorded as the user and Mrs Eileen Avis Walters as the owner.



Bert Walters' Bedford OB registered MMT 862 is shown here, photographed on 24th October 1959 at Leicester. (Photo courtesy D M Bailey).

At some point in the 1950s Bert Walters acquired two Leyland Titan TD1/2s for the purpose of conveying construction workers to their work sites but there are conflicting memories of just what they were used for. One Irthlingborough resident recalls that in about 1952/3 he would often help clean out the vehicles which were caked in mud. He was too young to drive at this stage but Bert Walters promised to teach him to drive when he was old enough. He also thought the vehicles may have been decorated for the Festival of Britain in 1951 as they still had red, white and blue paint on their radiators. Furthermore another person recalls these vehicles being used to transport workers in connection with the construction of the M1 Motorway which would have been ongoing in the 1957-9 period. Apparently Bert Walters would drive his bus loaded with Laing's workers to wherever they needed to be and then he was employed by Laings' to drive one of their "tea vans" up and down the motorway supplying the labourers with refreshments.

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One of Bert Walter's two Leyland Titan double-deck vehicles which on this occasion was transporting the good people of Irthlingborough on a private hire trip.

maintained at the New Street Motors premises where access was somewhat restricted. Bert's main driver was Eric Pratt and both gentlemen can be seen on a photograph included in paper NN-WA9 whilst driving a private hire using Wargate Motors vehicles.

There are a number of uncertainties as to what happened during the course of Bert Walters operation of New Street Motors but the Author is grateful to Bert's son Richard and to the Irthlingborough Local History Society for their assistance in supplying information for this account.

The double-decks were also used to convey local people to the "Cobblers" football matches at Northampton. One amusing tale is told of an occasion when one of the Leylands was full and an intending passenger could not be accommodated on the bus. He happened to have a moped but was unsure of the route and decided to follow the bus on his moped. The Leyland emitted so much smoke that by the time the party reached Northampton the moped rider was as black as a sweep. Unfortunately the identities of the two Leylands are unknown but from the above it would seem that Bert Walters owned them between circa 1952 and 1959.

Bert Walters lived at 90 Allen Road, Irthlingborough where he parked some of his vehicles on nearby spare land and others on farm land just off the High Street, now a public car park. The coaches were

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Rolling Stock:

REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	TYPE	NO.	MAKE	TYPE/ SEATS	NO.	NEW	S/H	W/D			
VV 1168	Dennis	Lancet	170056	Grose	B26F	—	3/32	by 11/47	3/49	Park & Bunty, Coventry	No further owner	1
JRO 480	Commer	Commando	17A0740	Harrington	C30F	?	4/48	—	by 7/52	—	Cope, Heanor	
CK 4188	Leyland	Tiger TS2	60790	Leyland	B32F	?	3/30	by 6/48	2/52	James, High Littleton	Ithlingborough Co-op Society	
?	?	?	?	?	C29F	?	?	3/49	?	?	?	
?	?	?	?	?	C31F	?	?	3/49	?	?	?	
ERP 778	Guy	Vixen	LLV 41496	Wadham	C29	?	7/49	—	2/55	—	Pyatt, Stoke-on-Trent	2
URF 763	Dennis	Lancet III	117J10A	Yeates	FC37F	220	1/51	-/51	by 1/55	Bentley, Gnosall	Ithlingborough Co-op Society	
LMY 682	Bedford	OB	21310	Duple Vista	C29F	42259	5/46	7/51	12/53	Tremain, Zelah	Pugh, Kettering	
GTM 111	Bedford	OY	63476	Thurgood	C29F	517	11/48	-/52	8/54	N & S, Kibworth	Tapping, Tingewick	
HH A 436	Bedford	OB	21670	Duple Vista	C29F	42288	7/46	1/54	4/55	Broadland, Norwich	Mobile Shop	
MMT 862	Bedford	OB	35223	Duple Vista	C27F	43112	10/46	by 9/57	after 3/61	Garner, Ealing W5	?	3
?	Leyland	Titan TD	?	Leyland	LxxR	?	?	c-/52	c-/59	?	?	4
?	Leyland	Titan TD	?	Leyland	LxxR	?	?	c-/52	c-/59	?	?	4

Notes: 1 - VV 1168 originally Northampton Corporation No.59.

2 - ERP 778 last owned by W H Nuttal & Sons, Sheffield 9.

3 - MMT 862 probably acquired up to a year prior to date shown. Licensed in the name of Mrs E A Walters.

4 - Unidentified Leylands acquired for transportation of construction workers and occasional private hires.