

## CRICK & COMPTON

King's Arms

High Street

DESBOROUGH

It was Samuel Crick who kept the King's Arms public house at Desborough, who in February 1920 bought a twenty-seat Maxwell bus with the intention of providing a Desborough - Rothwell - Kettering passenger service. This vehicle took the registration BD 4094 and Sam Crick's next move was to make application to Kettering Urban District Council for a Hackney Carriage Licence to permit his bus to ply for hire within that town. The Council duly granted the required licence on 16th June 1920 and at the same time authorised the issue of a driver's and a conductor's licence respectively to Sam Crick's son Frank and his grandson Alfred.

Sam considered that he needed a back-up vehicle and in June 1920 bought a secondhand Overland bus registered FP 588. It is presumed that this Overland, which dated from 1915, had started life with a Rutland based operator and it was transferred to Northants on 18th June 1920. With two buses it seems likely that Sam Crick operated his Kettering service on a daily basis, or at least on week days, but a timetable has not been seen by the Author.

At some stage between 1920 and 1923 Sam Crick was joined in his venture by Frederick James Compton who possibly injected enough capital into the business to purchase a new Guy BA twenty-seater saloon bus in June 1923. This was registered BD 7970 and in all probability it replaced the ageing Overland saloon FP 588. The business was trading as Crick & Compton by June 1923 and the Guy was registered in the names of the joint owners. Messrs Crick & Compton additionally operated hire cars and in January 1924 acquired an ex-War Department Rover-Sunbeam limousine which they registered BD 8619 for the hire side of their business.

The Maxwell bus new in February 1920 was probably in need of replacement by 1924 and for this purpose Messrs Crick & Compton chose another Guy saloon which was allocated the registration number BD 9358 on 2nd May 1924. This machine wore a red and black livery and once again it is understood to have seated twenty passengers.

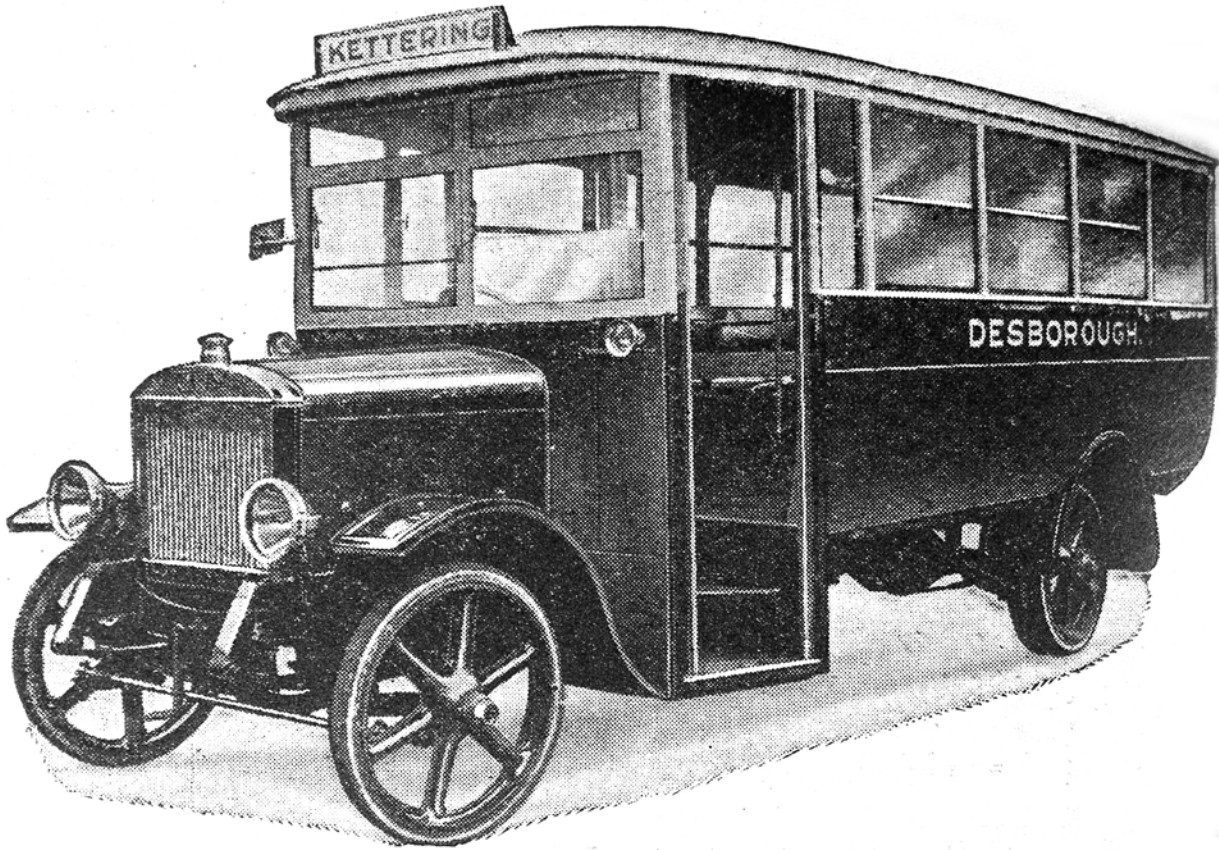
# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-CR4

Page 2

CRICK & COMPTON - DESBOROUGH



*By good fortune the Guy BA used by Messrs Crick & Compton featured in an article in the Commercial Motor Magazine in January 1924. Clearly the original photograph was taken prior to registration as BD 7970. (Photo courtesy Commercial Motor).*

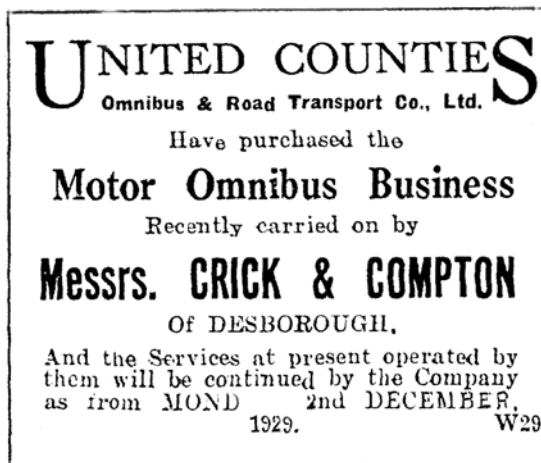
In the following year, 1925, Crick & Compton bought their final bus which was a REO Speedwagon supplied locally by the Desborough Motor Company. This vehicle, seating eighteen passengers, was duly registered RP 1192 on 29th May 1925 and seems to have been an addition to the fleet. From this time onwards Messrs Crick & Compton operated three vehicles and this is confirmed in 1927, 1928 and 1929 when both Desborough and Rothwell Urban District Councils each licensed Crick & Compton three buses.

Little more can be said about the level of service the firm provided between Desborough and Kettering as no timetables have come to light. There were several firms operating over the same route in the 1920s so competition for passengers must have been keen. At some point during the 1920s Sam Crick handed over his share of the business to his son Frank.

The United Counties Omnibus & Road Transport Co Ltd opened a depot at Desborough in 1925 and three years later acquired the business of Summerly Bros of Desborough who also operated a Desborough - Rothwell - Kettering service. It comes as no surprise,

### CRICK & COMPTON - DESBOROUGH

therefore, that the United Counties Company reached agreement with Messrs Crick & Compton to purchase the Goodwill of their operations together with their REO Speedwagon RP 1192 which became 190 in the United Counties' fleet. This latter company incorporated Crick & Compton's timings within its existing service with effect from Monday 2nd December 1929.



*A facsimile of the announcement placed in the Kettering Evening telegraph by United Counties advising the public that they had acquired Messrs Crick & Compton's business.*

The Author has no information regarding the subsequent history of Frederick Compton but Frank Crick kept an outdoor beerhouse at the corner of Gladstone Street and Station Road, Desborough. Sadly he took his own life in November 1936.

#### Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Type & Seats	Dates			Former Owner	Initial Disposal	Notes
						New	S/H	W/D			
BD 4094	Maxwell	?	E21195	?	B20	2/30	—	5/24?	—	?	1
FP 588	Overland	15/20hp	?	?	?	7/15	6/20	6/23?	?	?	2
BD 7970	Guy	BA	2119	?	B20F	6/23	—	12/29	—	?	3
BD 8619	Rover-Sunbeam	?	?	?	Limo	?	1/24	?	War Department	?	4
BD 9358	Guy?	?	2187	?	B20	5/24	—	12/29	—	?	5
RP 1192	REO	Speed-wagon	115418	?	B18F	5/25	—	12/29	Supplied Desborough Motor Company	United Counties O&RTCo (190)	6

Notes: 1 - BD4094 - last owned by H Hopewell, Carlton, Notts.

2 - FP 588 - licensed for trade and as a public conveyance at 6/20.

3 - BD 7970 - last owned by G Kirk, Woodville, Burton-on-Trent.

4 - BD 8619 - was a limousine for private hire work - not a bus.

5 - BD 9358 - last owned by R Stamer, Kettering and last licensed as a goods vehicle 12/32.

6 - RP 1192 - last owned by G B Chapman, London W1 (Dealer) and last licensed 6/30.