

Bygone Buses

of
NORTHAMPTONSHIRE

NN-BL2

Page 1

BLUNDELL. George Henry Station Road, SPRATTON

Samuel Blundell was the village blacksmith at Spratton in the latter part of the nineteenth century and he and his wife Susannah had at least five children. The second born was George Henry Blundell, the subject of this paper, who put in an appearance in this world in 1893. Accordingly he was in his early twenties at the time of the First World War and served as a driver in the Royal Army Service Corps.



This illustration shows George Blundell with his Army Maudslay 3 ton cargo truck in northern France during the 1914-18 War.

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.

BLUNDELL. George Henry - SPRATTON

Following demobilisation it is not known what employment George Blundell took up but it seems that on 8th April 1925 he bought a brand new Morris twelve-seater saloon bus which was registered RP 829 and painted dark green. With this vehicle he commenced a Wednesdays and Saturdays market day service from Spratton via Chapel Brampton to the Bull Hotel, Regent Square, Northampton. On other days of the week George must have relied on private hires or possibly used the vehicle for the conveyance of goods.



Fortunately a photograph has survived which shows both George Blundell and his Morris saloon bus registered RP 829. To the left of the picture is another Morris - RP 579 - registered to W T Ponton of Scaldwell (NN-PO1).

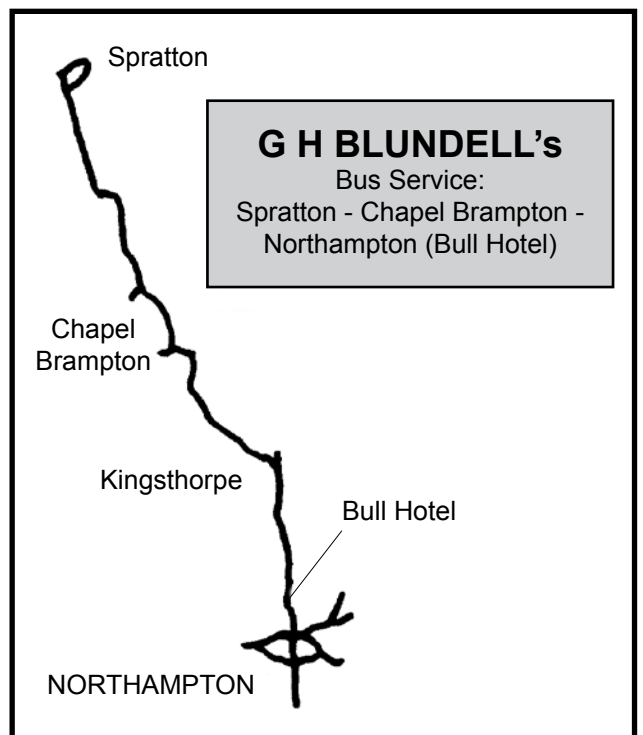
It is difficult to imagine that a living could be made from such a limited passenger service alone, so it is possible that George Blundell had alternative employment in addition. Whatever the case it seems that George, or at least his father, was not short of a few shillings as three years later the Morris bus was replaced with a brand new Chevrolet LO model which was registered RP 6204 on 2nd July 1928 and was fitted with a fourteen-seater body built by Ben Hasker of Northampton.

BLUNDELL. George Henry - SPRATTON



RP 6204 was a Hasker bodied Chevrolet new in July 1928, painted blue and white. Again George Blundell stands alongside his bus, in the courtyard of property belonging to Joe Copson and adjacent to Samuel Blundell's smithy in Spratton. This property was once the Olde White Horse Inn.

As far as it is known, George Blundell operated just the two buses detailed above and his service to Northampton changed little over the years. With the enactment of the 1930 Road Traffic Act bringing regulation to the road passenger transport industry, George Blundell applied to the Traffic Commissioners in August 1931 for two Road Service licences. The first was to continue his Wednesday and Saturday stage-carriage service between Spratton and



BLUNDELL. George Henry - SPRATTON

Northampton, for which the required licence was granted in November 1931. The second was for an Excursion & Tours licence from Spratton to enable George to run trips on special occasions as he had done in the past. Evidently this application was of too general a nature to be acceptable and was withdrawn in November 1931.

Clearly the changed operating conditions experienced by George Blundell in the post-1930 Road Traffic Act environment led him to realise it was probably not worth the trouble of continuing with such a small operation. Accordingly arrangements were made with United Counties Omnibus & Road Transport Co Ltd for this Company to purchase the Goodwill of George Blundell's service for the princely sum of £5 which reflected the tiny commercial value of George's timings. These negotiations took place in August 1932 and United Counties probably operated Blundell's journeys from 27th August onwards, although the takeover date may not have been effective until September 1932.

George Blundell disposed of his Chevrolet privately and it ended up with Brixworth Rural District Council in the guise of a lorry, being last licensed in December 1943. Following the sale of his business George Blundell at first worked as a chauffeur and handyman for the Misses Bevan at Spratton House. Later he was employed at Spratton Service Station and Garage and eventually died in December 1973 at the age of 80 years.

I am indebted to Ron Bell, a nephew of George Blundell, for the supply of family information and photographs.

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Dates			Former Owner	Disposal	Nts
						New	S/H	W/D			
RP 829	Morris	T	3674	?	B12F	4/25	—	7/28	—	?	1
RP 6204	Chevrolet	LO	42905	Hasker	B14F	7/28	—	9/32	—	?	2

Notes: 1 - RP 829 last owned by R H Turner, Heath Hayes and last licensed 9/38.

2 - RP 6204 last owned by Brixworth Rural District Council and last licensed 12/43.