

Bygone Buses

of
NORTHAMPTONSHIRE

NN-BA1
Page 1

BAGSHAW. Richard & Sons
Newland Street, KETTERING
later
BAGSHAW & Sons (Kettering) Ltd
(271758) Tanners Lane, KETTERING

The firm of Richard Bagshaw & Sons was a well known and important operator of charabancs in the Kettering area during the 1920s yet, as with most operators based in this town, it has proved difficult to elicit full details of the firm's history and operations. It appears, however, that Richard Bagshaw was originally a fish merchant and poulterer who traded from premises in Newland Street, Kettering. At an unknown date, probably during the first World War, Richard Bagshaw entered the haulage business which in turn led to the operation of charabancs and buses.

Richard Bagshaw, according to local newspapers, was a well known local figure who proved himself a champion of the poor and needy and particularly children. Each year he gave free charabanc outings to the inmates of the Workhouse, of St. Gabriel's House and the Cottage Homes of Burton Latimer. Richard has two sons – Bertram Joseph and Percy Albert – and both joined their father in his haulage and passenger carrying business.



Known details suggest that Richard Bagshaw's first motor vehicle was a Clydesdale (U.S.) lorry which was registered BD 3493 on 3rd March 1917. It was an open lorry, painted grey, and used for general haulage work. It was also used as a "public conveyance" and no doubt had seats bolted to its flat lorry platform when required to carry passengers. Bagshaw's first purpose-built passenger vehicle was a Thornycroft 40hp charabanc purchased in 1919 when it was registered NH 2108 on 23rd May of that year.

The Kettering Guardian, in the early 1920s, featured a number of cartoons concerning local dignitaries and here we have Richard Bagshaw astride a charabanc.

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Torestyn" 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

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NN-BA1

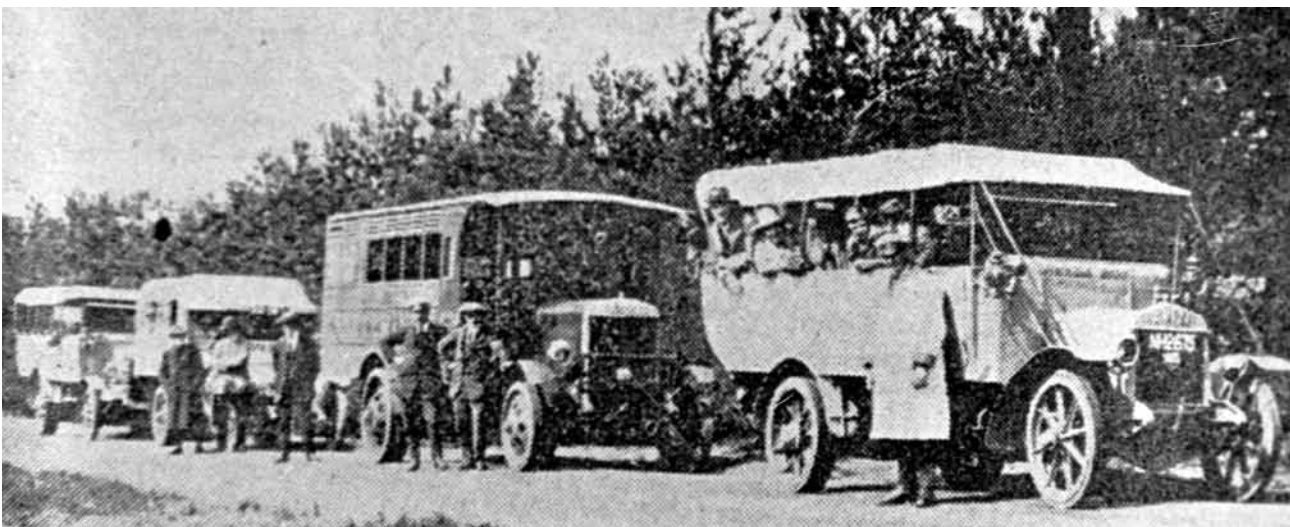
Page 2

BAGSHAW R & Sons - KETTERING

The next passenger vehicle acquired by Bagshaw & Sons was a Vulcan charabanc which was registered NH 2675, probably late in 1919 or very early in 1920, and it seated about twenty-two passengers. Richard Bagshaw followed this with the acquisition of another Thornycroft charabanc registered NH 2875 early in 1920 and of similar appearance to NH 2108. Bagshaw named his charabancs and NH 2675 took the title "Princess Mary", NH 2108 was "Prince Albert" and NH 2875 became "Prince Henry". Around about March 1923 yet another Thornycroft charabanc was bought which originated with Messrs Luck & Andrews, Timber Merchants of Kettering (NN-LU2) but came to Bagshaw via William Parker of Kettering (NN-PA5). The vehicle in question was a J-type Thornycroft registered BD 951 on 30th June 1921 and carried the name "Victory" with Luck & Andrews and it retained this name with both Parker and Bagshaw.



A rear view of Thornycroft charabanc NH 2108 photographed in 1920 when providing transport for a party of inmates of the Kettering Poor Law Institution. Three charabancs were placed at the disposal of the Institution by Bagshaw & Sons and operated to Oundle via a country route.



This convoy of Bagshaw's vehicles, preparing to leave for Yarmouth, comprises Vulcan charabanc NH 2675 followed by a Thornycroft luggage van, an unidentified charabanc and a Thornycroft charabanc. The photograph was taken in August 1921. (Photo courtesy Kettering Leader)

BAGSHAW R & Sons - KETTERING



This photograph shows Thornycroft NH 2875 in June 1920 with NH 2108 standing behind. This picture and that showing the rear of NH 2108 were taken on the same occasion.

The fleet seems to have remained static at four charabancs, with the original Clydesdale acting as a relief until the end of the 1921 season. At this time Thornycroft NH 2875 was reconditioned and forwarded to Messrs York, Ward & Rowlatt of Wellingborough for rebodging. The resulting saloon bus, which seated 32 passengers (sometimes claimed to be 33) in full width toastrack type seating and tip-up gangway seats, where gangways existed, was of unusual appearance primarily because it was built on a high charabanc chassis. Luckily, two photographs of this machine have survived and these are displayed below.



In this illustration, taken in June 1922, the rear of Thornycroft NH 2875 can be seen heading the convoy, with Thornycroft NH 2108 and Vulcan NH 2675 following.

(Photo courtesy Kettering Leader)

Bygone Buses

of
NORTHAMPTONSHIRE

NN-BA1

Page 4

BAGSHAW R & Sons - KETTERING



The unusual York, Ward & Rowlatt body mounted on the former charabanc chassis of Thornycroft NH 2875. This photograph was taken at Dalkeith Place, Kettering prior to making its maiden trip to Leicester on Saturday 28th January 1922. At this time NH 2875 was renamed from "Prince Henry" to "Phyllis". The two gentlemen standing at the side of the vehicle are Richard Bagshaw and one of his sons. (Photo courtesy Kettering Leader)

"Phyllis" has Arrived.

BAGSHAW & SONS

BEG TO ANNOUNCE the arrival of their PULLMAN SALOON MOTOR, which will be on show in the CATTLE MARKET, weather permitting, on FRIDAY NEXT. We particularly wish to draw your attention to the fact that this Pullman, and all our Fleet of Charabancs, Buses, and Lorries, have been Purchased, Built, and Renovated in the County of Northamptonshire, to help, if only in a small way, to relieve the depression of Local Unemployment.

"PHYLLIS" WILL RUN HER

MAIDEN TRIP TO LEICESTER,

For ENGLISH CUP-TIE on SATURDAY NEXT,
Leaving Dalkeith-place, Kettering, 12 o'clock; return from Leicester 9 o'clock.
Book your Seats Early at B. H. MILES', Newland-street.

RIDE IN COMFORT.

FIRST CLASS TRAVELLING AT LESS THAN THIRD CLASS PRICES.

Thornycroft NH 2875 also known as "Phyllis" was introduced to the public in this advertisement placed by Bagshaw & Sons in the Kettering Evening Telegraph of 26th January 1922.

Bygone Buses

of
NORTHAMPTONSHIRE

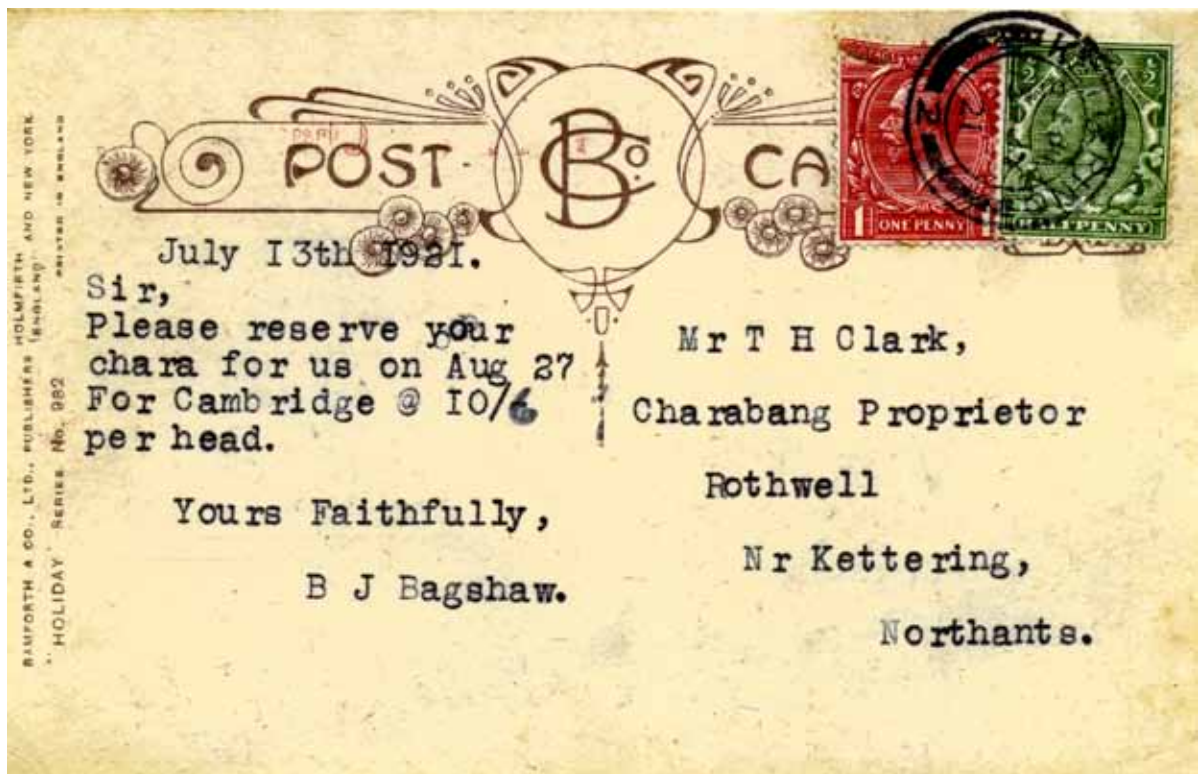
NN-BA1

Page 5

BAGSHAW R & Sons - KETTERING

The interesting advertising postcard displayed below and produced for Bagshaw's by Bamforth & Co Ltd of Holmfirth, shows that when short of vehicles the firm hired in extra capacity from fellow operator T H Clark of Rothwell (NN-CL1).

Come and join us, we're having a grand time
Riding in BAGSHAW & SON'S Char-a-banc.



BAGSHAW R & Sons - KETTERING

In what was almost certainly a "first" in the county, Bagshaw & Sons fitted NH 2875 with wireless equipment in April 1923. Today, in-vehicle radios are small and compact but not so in 1923. The electrical apparatus outwardly resembled the hot drinks vending equipment installed in present-day coaches and a gramophone type horn amplifier was positioned towards the front of the saloon. All that was missing was a terrier listening to "his master's voice".

The local press reported this unusual development and the following is taken from the Northampton Independent:

"Listening In" En Route. Wireless Concerts Aboard a Char-a-banc.

Though the progress of wireless telephony has been so rapid of late as to leave one in doubt of new developments from day to day, it is tolerably certain that there are, as yet, only two firms of charabanc proprietors in the country to seek its aid for the instruction and amusement of their patrons. One of these is a Walsall firm and the second are Messrs Bagshaw & Sons of Kettering, proprietors of the famous Blue fleet.

What makes the experiment so remarkable is the distance from the nearest broadcasting station - unlike the proximity of Walsall to Birmingham - and the fact that no aerial is employed. The apparatus consists of a four-valve Burndept receiving set, and is contained in a case 24in. by 11in. by 10in. affixed to the woodwork at the side of the driver. An amplifier is used, and can be placed in any convenient position inside or outside, or on the roof of the vehicle, the whole arrangements occupying well under five minutes' time. This, the firm propose shall be employed for the entertainment of passengers on country trips,

and will also be of considerable interest to villagers who have had no opportunities of experiencing the wonders of wireless.

Many well known local gentlemen were the guests of the firm for the first trial trip to Weldon, where Mr Paul Taylor, who is responsible for the installation, gave a most successful demonstration on the village green. Songs, orchestral items, and news were alike received with astonishing clearness, and were distinctly heard as far as a hundred yards from the apparatus.

"LISTEN-IN" FREE.

BAGSHAW & SONS

WILL RUN A

COUNTRY TRIP - WHIT. SATURDAY

Leaving Dalkeith-place 8 p.m. Fare 2/-

**The above Firm will attempt to give a
WIRELESS CONCERT FREE of CHARGE
to Passengers during the halt. Returning
about 9 p.m. Seats Booked.**

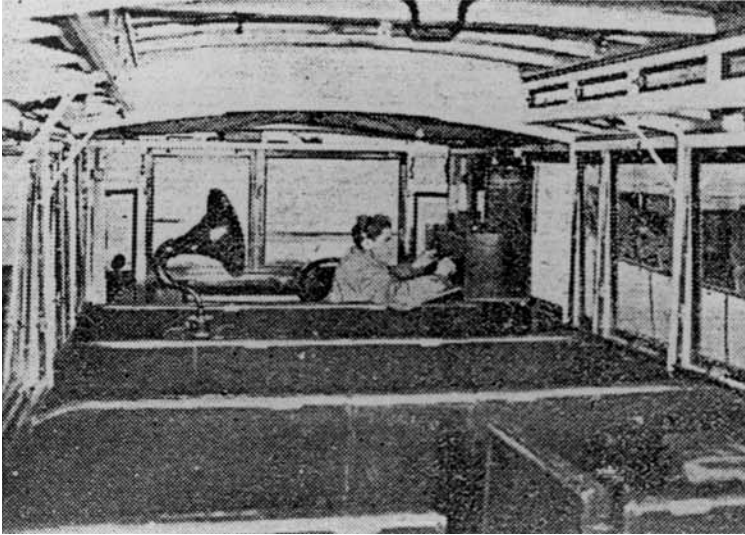
Bygone Buses

of
NORTHAMPTONSHIRE

NN-BA1

Page 7

BAGSHAW R & Sons - KETTERING



The interior of Bagshaw's Thornycroft NH 2875 showing the unusual seating layout and the Burndept radio receiver. (Photo courtesy Kettering Leader)

This interesting advertisement that appeared in the Kettering Evening Telegraph on 6th March 1923 shows the Bagshaw fleet at this date, comprising "Phyllis", "Prince of Wales", "Agnes", "Victory" and "Princess Mary". Mention has already been made of "Phyllis" - Thornycroft NH 2875, "Victory" - Thornycroft BD 951 and "Princess Mary" - Vulcan NH 2675. That leaves "Prince of Wales" and "Agnes", both seating 33, to be identified. The answer probably lies in the following advertisement placed in the Kettering Evening Telegraph on 6th June 1921.

HAPPY DAYS
ARE ASSURED BY RIDING IN BAGSHAW AND SONS'
BLUE FLEET
WHICH NOW CONSISTS OF

PHYLLIS	33 Seats	} The Admiration of the Countryside. } Our Total Carrying Capacity is 146 Passengers.
PRINCE OF WALES ..	33 "	
AGNES	33 "	
VICTORY	28 "	
PRINCESS MARY ..	19 "	

We are THE People for CHARABANCs. Our MOTORS are the last word in Comfort and Reliability. Our DRIVERS are noted for their Civility, Steadiness, and Efficiency.

Before Ordering your Charas for the coming season be sure and come to see us, as our Prices will surprise you.
NO PARTY TOO SMALL; NONE TOO LARGE.
WE ARE NOW BOOKING AT OUR NEW OFFICES—
FLEUR DE LYS HOTEL YARD, NEWLAND STREET.
PLEASE NOTE CHANGE OF BOOKING OFFICE. THE OLD FIRM—
Bagshaw & Sons,
'Phone 264. CHARABANC PROPRIETORS, KETTERING.

Telegrams: "Civility," Kettering. 'Phone 264.

Bagshaw & Sons,
NEWLAND ST. & TANNER'S LANE, KETTERING.

As previously advertised by B. H. MILES, Newland street,
BAGSHAW'S THREE NEW & UP-TO-DATE CHARABANCs
WILL (AS USUAL) RUN TO
YARMOUTH, July 30th to Aug. 8th. Return Fare 35/-.
PLEASE NOTE For the Pleasure and Convenience of Passengers, a SPECIAL LORRY will run to take Luggage FREE OF ANY EXTRA CHARGES.
Book Your Seats Now at 10, NEWLAND ST., KETTERING.

WE SPECIALISE in all kinds of MOTOR HAULAGE Open or Closed Motor, from 1 ton to 22 tons loads.
CHARABANCs to carry from 19 to 80 Passengers. Any Distance. Estimates Free.
Complete Overhauls to cars, Tyres, etc. stocked. Road Free Press installed, etc., etc.
Open or Closed Cars for Hire. Write, Phone, or call. Satisfaction Guaranteed.

From this it will be seen that Bagshaw's are advertising three new up-to-date charabancs of which only "Phyllis" seems to possibly fit the bill. There must, therefore, have been two other charabancs about which details are not known other than that they were named "Agnes" and "Prince of Wales".

BAGSHAW R & Sons - KETTERING

It will also be seen from this advertisement that reference is made to a Mr B H Miles and the part this gentleman played in this scenario is also a mystery to the Author. It is far from clear whether he was an operator in his own right or an agent for Bagshaw or both and readers are referred to paper NN-M12A for further information.

During the period 1924 to 1926 Bagshaw & Sons are known to have purchased at least five vehicles, some of which probably replaced the Clydesdale and early Thornycroft charabancs. Clearly Bagshaw's were pleased with the vehicles manufactured by the Thornycroft company as they were destined to run many more of this firm's products. The month of June 1924 saw the arrival of a Thornycroft J charabanc which seated approximately 28 people and was registered BD 9594 on 7th June. A year later a REO was imported into the fleet and registered RP 1313, but it is not known whether this vehicle carried a charabanc or a saloon type of body. Hard on the heels of RP 1313 came RP 1409 which was a Thornycroft A1 registered on 2nd July 1925. This vehicle was equipped with a saloon body which seated twenty passengers, possibly being constructed by Messrs York, Ward & Rowlatt of Wellingborough. It was named "The Pilot" in the Bagshaw fleet.

Another bus chassis manufacturer's product was given a try in 1927 when a Guy BB chassis was bought and fitted with a 32-seat saloon body. It was registered RP 2110 on 30th January 1926. Bagshaw's last new Thornycroft model entered the fleet on 5th June 1926 when RP 2764 was registered. This was an A1 type with a saloon body seating 26 passengers which once again could have been supplied by Messrs York, Ward & Rowlatt.



A nostalgic photograph of Bagshaw's Guy saloon registered RP 2110. The lettering on the rear panel reads "Bagshaw & Sons, Phone 264, Kettering". The lorry overtaking was registered XN 1175 and belonged to Jos May of Tottenham. The photograph was taken to demonstrate the effectiveness of what may have been Northamptonshire's first bus-bay, constructed on the A6 at Wicksteed Park, Kettering in October 1928.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-BA1

Page 9

BAGSHAW R & Sons - KETTERING

In May 1924 Bagshaw's made a point of advising the public that they were fitting their fleet with N.A.P. Semi-Pneumatic tyres which they thought had all the advantages of pneumatics without the pitfalls of punctures or bursts.

BAGSHAW'S BLUE FLEET.

MESSRS. BAGSHAW and SONS beg to announce that they are equipping their Fleet of Charabancs with the N.A.P. Semi-Pneumatic Tyre, which rides with all the smoothness of a Pneumatic, but has not the disadvantage of Pneumatic Tyres, viz, Punctures and Bursts. Book NOW for your SUMMER OUTINGS AT

'Phone 264.

BAGSHAW & SONS,

NEWLAND ST., KETTERING.

'Phone 264.



N.A.P.
(NORMAL AIR PRESSURE)

TYRES

PNEUMATIC,
UNPUNCTURABLE,
UNBURSTABLE.

Nap Pneumatic Tyres were the pioneer air core tyres. Proved and improved by practical experience over many years, they are to-day just what a tyre should be. The tyre that has stood the test of time.

Large numbers are still running with original Nap tyres after 3 and 4 years.

N.A.P. PNEUMATIC TYRE CO.
STONHOUSE STREET, GLASHAM.
Telephone - "Hamilton, Phone, London."
Sole, 1925.

However, a year later Bagshaw's revised their opinion and fitted full-pneumatic tyres to their fleet thereby "giving much greater comfort to passengers than when equipped with any other tyre".

In the winter of 1927 it seems there was a serious influenza outbreak and such was the public concern that Bagshaw's placed the following announcement in the local Kettering newspaper.

Bagshaw's Blue Fleet

SAFETY FIRST!

IN THE INTERESTS OF THE
PUBLIC HEALTH ALL OUR BUSES
ARE THOROUGHLY DISINFECTED
TWICE DAILY DURING THE
PREVAILING EPIDEMIC.

.....
BAGSHAW R & Sons - KETTERING

Apart from operating excursions from Kettering, Bagshaw & Sons developed local bus services running from Kettering to the Thrapston area. The earliest references so far found by the author come from the Minutes of the Kettering Urban District Council which granted a licence for a motor omnibus on 16th September 1919 and from the Minutes of the Wellingborough Urban District Council's General Purposes Committee which received and granted applications for four buses on 3rd November 1920.

No evidence has been found to suggest that Bagshaw's ever operated a service from Kettering to Wellingborough and, indeed, the Wellingborough Motor Omnibus Company's dominance of the route must have acted as a deterrent. It is possible that Bagshaw's turned their attention to the Thrapston routes for this reason but not as early as 1919/20. The Councils authorisations may have been just to allow Bagshaw to ply for hire from nominated stands for excursion traffic.

It was not until October 1925 that Bagshaw's announced that at the request of a number of inhabitants they were to commence a service between Lowick, Sudborough, Slipton, Grafton Underwood and Warkton to Kettering on Friday Market Days and on Saturdays commencing on 23rd October 1925

Bagshaws' Motor Services.
 At the request of a number of inhabitants, Messrs. BAGSHAW AND SONS will run a
SERVICE TO KETTERING
 on FRIDAYS and SATURDAYS from the places and at the time stated below, commencing on FRIDAY, OCTOBER 23rd.

Leaves FRIDAYS.
 a.m.

Lowick	10 0	Single Fare 1s.
Sudborough	10 15	" 11d.
Slipton	10 30	" 7d.
Twywell Turn	10 35	" 7d.
Grafton Underw'd	10 45	" 4 1/2d.
Warkton	10 55	" 3d.
Arrives Kettering	11 5	"

'Bus leaves Kettering (Dalkeith Place) at 8.45 a.m. and 3.15 p.m.

SATURDAYS.

Leaves	p.m.	p.m.	p.m.	p.m.
Lowick	1 30	4 50	7 15	10 15
Sudborough	1 45	5 5	7 30	10 30
Slipton	2 0	5 20	7 45	10 45
Twywell Turn	2 5	5 25	7 50	10 50
Grafton Underw'd	2 15	5 35	8 0	11 0
Warkton	2 25	5 45	8 10	11 10
Kettering	2 35	5 55	8 20	11 20

'Bus leaves Kettering (Dalkeith Place) to Lowick and places on route:—12.30, 3.50, 6.15, and 8.15 p.m.

Left:- A facsimile of Bagshaw's advert in the Kettering Evening Telegraph for 22nd October 1925

Three months later, from Saturday 30th January 1926 the service was enhanced to run to and from Thrapston rather than Sudborough and Lowick, thus including Twywell and Wodford on the route.

In July 1926 Bagshaw & Sons consolidated their hold on these routes by taking over the bus operations of F W Dix of Raunds who also provided facilities from Thrapston via Woodford and Cranford to Kettering but started his route from Raunds and ran via Ringstead and Denford to Thrapston. With this business came at least two and possibly four buses used by Walter Dix. These comprised Thornycroft double-deck BD 3501 and Thornycroft BD 9519 as

Bygone Buses

of
NORTHAMPTONSHIRE

NN-BA1
Page 11

BAGSHAW R & Sons - KETTERING

definite acquisitions with the two possibles being Thornycroft saloon BD 3936 and Daimler saloon BD 4250.



This handsome Thornycroft double decker acquired by Bagshaw's from F W Dix of Raunds in July 1926 carried a body constructed by Dix himself, no doubt with the assistance of others.

In May 1929, Bagshaw & Sons acquired the timings of journeys operated by Messrs F Gates & Son of Islip whom, it seems, ran from Thrapston, Islip, Woodford and Twywell to Kettering. It is assumed that this route proceeded via Warkton and it is understood that Gates' were overwhelmed by Bagshaw's' and ceased trading at this time.

BAGSHAW & SONS,
Tanner's Lane,
KETTERING.

Engshaw's Motor Services. RAUNDS & KETTERING

Monday to Thursday			
RAUNDS	Islip	Warkton	KETTERING
8:00	8:15	8:30	8:45
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BAGSHAW R & Sons - KETTERING

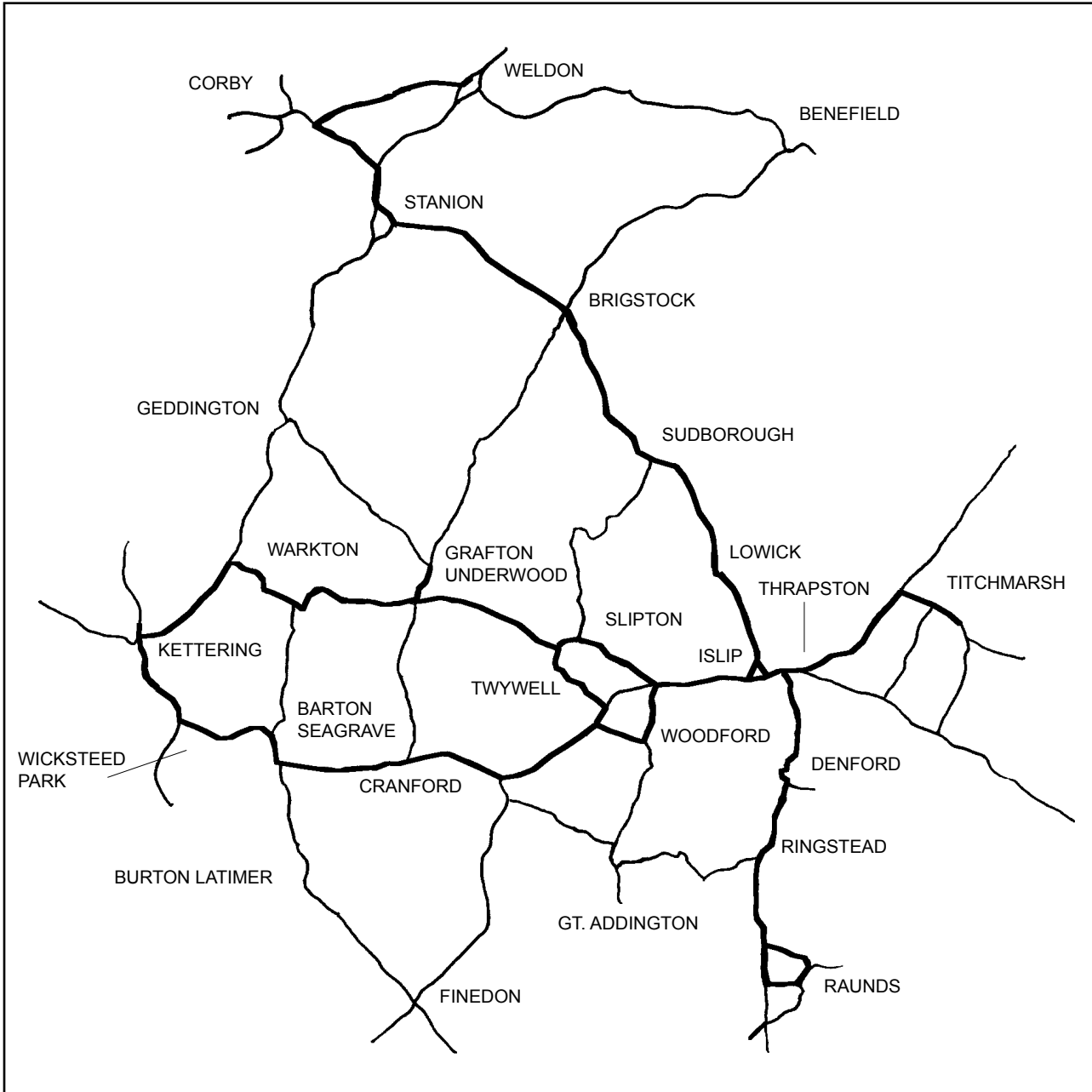


Diagram of the area served by Messrs Bagshaw & Sons.

Bagshaw's operating premises were originally at Newland Street, Kettering whilst Richard Bagshaw, it is understood, lived at 41 St. Peter's Avenue, Kettering – an address which was also used in connection with the business. Bagshaw & Sons acquired land in Tanners Lane, Kettering on 29th December 1928 from the Trustees of the late Dr. J B Wright. In Tanners Lane Bagshaw's established garages and operating premises for their fleet of charabancs, buses and lorries. The livery of the vehicles was blue and grey and the firm was often referred to as the "Blue" fleet.

BAGSHAW R & Sons - KETTERING

In April 1928 Bagshaw's treated themselves and the public to a brand new Leyland Lion saloon bus which was registered RP 5440 on 3rd of that month. Almost certainly it had a Leyland body and was supplied by Leyland Motors Ltd. However, some say that Messrs Spite of Thrapston constructed the coachwork, so that possibility must be considered.



Leyland Lion RP 5440 is shown on the right of this photograph taken at Derngate Coach Station, Northampton after the vehicle had been acquired by United Counties.

(Photo courtesy W J S Meredith)

The year 1929 witnessed the intake of another two buses into the Bagshaw fleet. First to arrive was a small Chevrolet LQ model which was supplied and bodied by Messrs. Grose Ltd of Northampton. Seating fourteen passengers this bus was registered RP 8190 on 5th December 1929. At the end of the same month a REO Pullman was purchased with a twenty-four seater saloon body of unknown manufacture. This machine was registered RP 8246 on 31st December 1929. In 1931 Bagshaw & Sons further consolidated their Kettering - Thrapston route by the acquisition of competitor Messrs Knighton & Mason of Woodford trading as "Mayton Motorways". This firm operated from Thrapston via Woodford and Cranford to Kettering as well as providing excursions and tours and private hire. Knighton & Mason's two buses - a Gilford and a REO registered UE 9016 and UE 9425 were taken into Bagshaw's stock.

It has previously been mentioned that Bagshaw's developed road haulage services concurrently with bus operations and the known details of the early goods fleet are included in the vehicle appendices as there is a possibility that some could have doubled as passenger vehicles and, likewise, charabancs finishing their passenger carrying days sometimes continued in revenue earning service as goods vehicles.

BAGSHAW R & Sons - KETTERING

Early in 1930, following negotiations with United Counties Omnibus & Road Transport Co Ltd, agreement was reached between the two firms that on 1st March Bagshaw's would sell the Goodwill of their service running between Raunds, Ringstead, Denford and Thrapston to United Counties for the princely sum of £5. At the same time, United Counties agreed not to operate buses on the Kettering to Thrapston routes but retained the right to exercise the option of purchasing the Goodwill of Bagshaw's routes for £1000 and the vehicles at valuation. As part of the negotiations, United Counties bought Bagshaw's Leyland Lion saloon bus RP 5440 on 20th January 1930 as this vehicle was really the only one in the Bagshaw fleet of any practical use to United Counties.

On the night of Saturday 14th February 1931 disaster struck when Bagshaw's bus operating the 9pm Kettering to Thrapston journey caught fire near Cranford and was completely destroyed. It seems almost certain that the vehicle lost was Guy single-decker RP 2110.

The option to purchase Bagshaw's Kettering to Thrapston route was not exercised by United Counties until 1933. In the meantime the 1930 Road Traffic Act had become law and Messrs Bagshaw & Sons applied to the Traffic Commissioners and were granted licences for stage-carriage services operating from Kettering via Warkton, Grafton Underwood, Slipton, Twywell, Woodford and Thrapston (later Titchmarsh) and from Kettering via Wicksteed Park, Cranford and Woodford to Thrapston. Also Excursions & Tours licences starting from Kettering, Rockingham Road and Thrapston, Midland Road were granted. In January 1933 application was made for a workers' service to operate from Woodford via Islip, Lowick, Sudborough, Brigstock, Stanion, and Corby to Weldon, mainly for the benefit of the Stewarts & Lloyds workforce.

A further development by Bagshaw & Sons was the formation of a limited company entitled "Bagshaw & Sons (Kettering) Ltd" (271758), incorporated on 2nd January 1933. As a result, when United Counties did exercise its option to purchase the Goodwill of Bagshaw's Thrapston services, the agreement was made with the limited company. The agreement to purchase was concluded on 30th June 1933 and from 1st July United Counties, with the agreement of the Traffic Commissioners, took over the Kettering - Titchmarsh, Kettering - Thrapston and Woodford - Weldon stage services from Messrs Bagshaw. The previously agreed purchase price of £1000 for the Goodwill, together with a further £1750 for the vehicles and equipment was duly paid to Bagshaw's. Six vehicles were sold to United Counties and these were RP 1409, RP 2764, RP 8190, RP 8246, UE 9016 and UE 9425.

After the takeover of the stage-carriage services by United Counties on 1st July 1933, Messrs Bagshaw & Sons (Kettering) Ltd continued to operate their excursions and tours and private hire.

With regard to vehicles, REO Pullman - RP 8246 - bought by United Counties was immediately re-sold to Bagshaw's and it remained with this firm until the end of September 1936. Bagshaw & Sons took delivery of two Bedford WLB coaches in January 1932 registered NV 897/8. These were supplied by Messrs Grose Ltd of Northampton and may well have been

BAGSHAW R & Sons - KETTERING

THE RED LION

Proprietor: BERT GILLHAM.

FULLY LICENSED FOR WINES, BEERS AND SPIRITS. PHIPP'S Noted Ales & Stout. PARTIES CATERED FOR. Teas & Light Refreshments Provided.

CRANFORD, Nr. KETTERING, NORTHANTS.

Printed for the Publishers, Pearl, Dean & Pearl, Advertising Contractors 1, Gward Terrace, Queen Street, Cardiff, by the City of Cardiff Manufacturing Stationers Hayes Bridge Cardiff

(KETTERING) LTD. BAGSHAW & SONS MOTOR SERVICES, TANNER'S LANE, KETTERING. Telephone: Kettering 264.



OFFICIAL TIME TABLE FOLDER (GRATIS).

Services Operating Between Kettering, Cranford Underwood, Warkton, Slipton, Woodford, Cranford and Thrapston.

Titchmarsh and Thrapston connecting with Thrapston & Kettering Services. WITH THE COMPLIMENTS OF BAGSHAW & SONS MOTOR SERVICES, Tanner's Lane, (Kettering) Ltd.

THRAPSTON AND KETTERING via Woodford, Twywell, Slipton Turn, Grafton and Warkton.

Table with columns for Depart, THRAPSTON, WOODFORD, TWYWELL, SLIPTON TURN, WARKTON, KETTERING and times for SUNDAYS.

Bagshaw & Sons will run the service to schedule time as near as possible, but will not hold themselves responsible for any delays. NOTICE.—Every care is taken to ensure the correctness of these Tables but the Publishers do not hold themselves responsible for any inaccuracies that may inadvertently occur.

CRANFORD GARAGE, Proprietor: H. W. ASHBY. MOTOR AND CYCLE ENGINEER. I Specialize in Repairs of All Descriptions AT REASONABLE CHARGES. ANY MAKE OF CAR OR MOTOR CYCLE SUPPLIED. TYRES AND ACCESSORIES PETROL, OILS, ETC. STOCKED. CRANFORD, Nr. KETTERING, NORTHANTS.

A. ESSAM & SON, CYCLE & MOTOR DEALERS. Any Make of Wireless, Gramophone and Records Supplied. WOODFORD, NEAR KETTERING. BUSES STOP NEAR OUR DOOR.

F. KNIGHTON, MOTOR ENGINEER. CARS FOR HIRE. ANY DISTANCE. PHONE, 1X4 CRANFORD. PETROL AND OILS IN STOCK. WOODFORD, Near THRAPSTON, KETTERING.

THRAPSTON, WOODFORD, CRANFORD AND KETTERING.

Table with columns for Depart, THRAPSTON, WOODFORD, CRANFORD, KETTERING and times for MONDAY, TUESDAY, WEDNESDAY AND THURSDAY.

Table with columns for Depart, THRAPSTON, WOODFORD, CRANFORD, KETTERING and times for FRIDAY.

Table with columns for Depart, THRAPSTON, WOODFORD, CRANFORD, KETTERING and times for SATURDAY.

Table with columns for Depart, THRAPSTON, WOODFORD, CRANFORD, KETTERING and times for SUNDAY.

Table with columns for Depart, THRAPSTON, WOODFORD, CRANFORD, KETTERING and times for SUNDAY.

Table with columns for Depart, THRAPSTON, WOODFORD, CRANFORD, KETTERING and times for SUNDAY.

THRAPSTON AND KETTERING via Woodford, Twywell, Slipton Turn, Grafton and Warkton.

Table with columns for Depart, THRAPSTON, WOODFORD, TWYWELL, SLIPTON TURN, WARKTON, KETTERING and times for MONDAY, TUESDAY, WEDNESDAY AND THURSDAY.

Table with columns for Depart, THRAPSTON, WOODFORD, TWYWELL, SLIPTON TURN, WARKTON, KETTERING and times for FRIDAY.

Table with columns for Depart, THRAPSTON, WOODFORD, TWYWELL, SLIPTON TURN, WARKTON, KETTERING and times for SATURDAY.

Table with columns for Depart, THRAPSTON, WOODFORD, TWYWELL, SLIPTON TURN, WARKTON, KETTERING and times for SUNDAY.

COACH & HORSES INN, Proprietor: BERT LOASBY. FULLY LICENSED. Marston Thompson and Evershed Beers. LARGE YARD FOR CARS AND CHARIOT PARTIES. Luncheons, Teas, Light Refreshments. THE GREEN, WOODFORD, KETTERING. ASK CONDUCTOR TO DIRECT YOU.

F. W. WHITE, UNDERTAKER, and Complete Funeral Furnisher. MOTOR HEARSE. DAY & NIGHT SERVICE. OAK AND ELM COFFINS also Agent for METALLIC COFFINS. CANON STREET, KETTERING.

Facsimile of Bagshaw & Sons (Kettering) Ltd timetable with overprints or type additions to cater for the name change. This timetable dates from early 1933.

BAGSHAW R & Sons - KETTERING

Messrs. BAGSHAW & SONS (Kettering) Ltd.,

WISH to thank the inhabitants of Kettering, Woodford and Thrapston district for their patronage, and to inform them that on and after July 1st the daily services between Thrapston and Kettering have been taken over by the United Counties Motor Omnibus Co., who will run the schedule times as published.

Messrs. Bagshaw and Sons take this opportunity of informing the general public that they are purchasing several new vehicles that will be available for Private Hire and Contract Work, and will welcome any enquiry for this purpose, however small or large.

Watch this Space for Our Sunday Evening Trips.

bodied by this firm but as photographs have not been seen this latter point cannot be confirmed. Absolutely nothing is known of Bagshaw's passenger vehicle intake after this time and clearly coaches, probably second-hand stock, must have been acquired for the excursion and private hire operations. Bagshaw's timetable reproduced on the previous page shows a line drawing of a coach which looks like an A.E.C. Presumably the drawing is based on a coach actually owned by the firm.

BAGSHAW & Sons, Ltd.

Whitsun Holiday Excursions.

SUNDAY—BEDFORD. Start 5.30 p.m.

Fare 5/-.

TUESDAY—SKEGNESS. Start 7.0 a.m.

Fare 8/-.

WEDNESDAY — WHIPSNADDE ZOO.

Start 1.0 p.m. Fare 5/-.

The Petrol Commission has graciously consented to allow us a very LIMITED SUPPLY OF PETROL for Public Excursions, and in consequence the number of seats for these Excursions is LIMITED, so please BOOK EARLY at

THE GARAGE,
TANNER'S LANE,

OR

J. L. HOLLAND, Confectioner,
NORTHALL STREET,
KETTERING.

Bagshaw's were hopeful of still being able to operate excursions as late as Whitsun 1940 when, as the accompanying announcement shows, the Petrol Commission allowed the firm a very limited supply of petrol for public excursions. However, just four days after the excursion advertisement had been displayed in the Evening Telegraph the following cancellation notice appeared.

BAGSHAW R & Sons - KETTERING

Bagshaw & Sons, Ltd.

KETTERING.

Owing to instructions issued by
the Ministry of Transport,

**All Tours and Excursions
are CANCELLED.**

All persons booked will have the
fares paid refunded on application
at the

GARAGE, TANNER'S LANE.

*Facsimile of Bagshaw's announcement of
11th May 1940 that all tours and excursion
had to be cancelled.*

The three excursions proposed, Bedford, Skegness and Whipsnade Zoo, if they operated at all would have been Bagshaw's final passenger operations, due to the restrictions imposed by the War. It is possible that War-time contracts were obtained but the author has acquired no indication of any such operations. Haulage work continued, but steps were taken to voluntarily wind up the limited company in the autumn of 1946. Quite what happened is not clear, apart from the fact that the Company was not in financial difficulty and all debts of the firm were paid in full. Another company entitled Bagshaw & Sons (Haulage) Ltd appeared on the scene and may have been just a renaming of the old company. The haulage firm took over the Tanners Lane premises. The Author has not studied the history of road haulage operations in the Northants area but it is possible that Bagshaw's, either at this time or earlier, joined with others to form the haulage firm of Corringdon, the name coming from CORby, KetteRING and WELDON, with Bagshaw's being the Kettering component. In any case, with road haulage Nationalisation under the Transport Act of 1947, the Tanners Lane premises and the operations based there later passed to British Road Services.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
BD 3493		Clydesdale	30HP	19449		Lorry/ Bus		3/17	-	by -/24		Gibbons & Butler, Kett'g (as lorry) Last lic'd 7/24	1
NH 2108		Thornycroft	40HP			Ch		5/19	-	11/33		No further owner	2
NH 2675		Vulcan				Ch22		-/19	-				3
NH 2875		Thornycroft			1. ? 2. Y.W.& R.	Ch B32D		-/20 1/22	- -	12/21 11/33		No subsequent operator	
<p style="color: red;">There were probably two unknown charabancs in the fleet by June 1921 - one named "Agnes" and the other "Prince of Wales" - both seating 33 passengers</p>													
BD951		Thornycroft	J	5470		Ch28		6/21	by 3/23	10/31	W A Parker, Kettering	No subsequent operator	4
BD 9594		Thornycroft	J	6814		CH28		6/24	-	9/25		No subsequent operator	5
RP 1313		REO		119941				6/25			Supp. Allchin, N'pton		6
RP 1409		Thornycroft	A1	11841	Y.W.&R.?	B20F		7/25	-	6/33		United Counties O&RTC	7
RP 2110		Guy	BB	1856		B32		1/26	-	3/31		No subsequent operator	8
RP 2764		Thornycroft	A1	17292	Y.W.&R.?	B26F		6/26	-	3/29		United Counties O&RTC	9
BD 3936		Thornycroft	X (40HP)	7979		B		12/19	7/26	?	F W Dix, Raunds	H Scroxtton, Rushden (Goods - Last lic'd 7/33)	8
BD 4250		Daimler	Y (35HP)	5447		B32		3/20	7/26	?	F W Dix, Raunds	P Vivian, Brixworth (Goods - Last lic'd 6/31)	8
BD 3501		Thornycroft		6322	Dix	O48R		7/21	7/26	7/29	F W Dix, Raunds	No subsequent operator	
BD 9519		Thornycroft		5444				5/24	7/26	1/30	F W Dix, Raunds	No subsequent operator	
RP 5440		Leyland	Lion PLSC3	46728	Leyland	B34R		4/28	-	1/30	Supp. Leyland Motors Ltd	United Counties O&RTC	9
RP 8190		Chevrolet	LQ	57809	Grose	B14F		12/29	-	6/33	Supp. Grose Ltd	United Counties O&RTC	
RP 8246		REO	Pullman	GE108		B24F		12/29	-	6/33		United Counties O&RTC	10
UE 9016		Gilford	166	10862		C30F		-	7/33	9/36	United Counties O&RTC	No subsequent operator	
UE 9425		REO	FB	1168		B20F		7/29	-/31	6/33	Mayton Motorways	United Counties O&RTC	11

NOTES: 1 - NH 2108 named "Prince Albert".

2 - NH 2675 named "Princess Mary". Seating quoted as 19 in 3/23. Still operating in 4/25

3 - NH 2875 originally named "Prince Henry" but re-named "Phyllis" when rebodied B32D in 1/22. Fitted with wireless 4/23 and then quoted as seating 33.

4 - BD 951 named "Victory".

5 - RP 1409 named "The Pilot". To goods vehicle by 9/33.

6 - RP 2110 probably burnt out at Cranford 2/31.

7 - RP 2764 recorded in registration records as last licensed 3/29, so may have been out of service prior to purchase by United Counties in 6/33.

8 - Not confirmed that BD 3936 and BD 4250 were bought from Dix.

10 - RP 8246 purchased by United Counties 6/33 but immediately resold to Bagshaw.

9 - Almost certainly RP 5440 carried a Leyland body but there is a counter claim that Spite of Thrapston constructed the coachwork.

11- UE 9016 also recorded as a 32-seater

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	?	REO	Speed Wagon							c -/38		Church, Pytchley	
	NV 897	Bedford	WLB	108248	Grose?	C20F?		1/32	-	12/41	Supp. Grose Ltd	Ministry of Supply, WC2	
	NV 898	Bedford	WLB	108237	Grose?	C20F?		1/32	-	12/41	Supp. Grose Ltd	Ministry of Supply, WC2	
<p>EARLY GOODS VEHICLE ROLLING STOCK KNOWN TO HAVE BEEN OPERATED BY BAGSHAW & SONS. It is possible that some of these vehicle also performed a passenger carrying function.</p>													
	AY 5448	Garford	16HP			Lorry		11/16	5/17	10/25	Town & County Carriers Ltd, Leicester	Isle of Ely operator	1
	BD 2055	Commer		BC223		Lorry		-/19?	?	10/23	Gibbons, Son & Butler, Kettering	No further owner	
	BD 3282	?				Lorry							
	BD 3749	Thornycroft				Van		9/19	-	7/25		No subsequent operator	
	BD 5068	Thornycroft	40HP			Lorry		9/20	-	9/33		No subsequent operator	
	BD 4966	Thornycroft	X	8482		Lorry		2/21	?	12/34	P W Kerr, Kettering	No subsequent operator	
	BD 560	Ford	T			Lorry		5/21	-	7/30		No subsequent operator	
	BD 79	Thornycroft	M	44547		Lorry		10/21	-	10/35		No subsequent operator	
	BD 6153	Thornycroft		2424		Lorry		10/21	-	by -/33		C Morris, Leicester (Last licensed 6/33)	
	BD 8497	Thornycroft	J	4108		Lorry		11/23	-	by -/30		G B Watson, Whittlesey (Last licensed 9/30)	
	BD 8688	Thornycroft	J	4544		Lorry		1/24	-	by -/27		H Coles, Wellingborough (Last licensed 12/27)	
	BD 3120	Garford		66-66267		Lorry		1/24	-	9/29		No subsequent operator	
	RP 105	Thornycroft	J	4563		Subsidy Wagon		10/24	-	by -/30		Kettering U.D.C. (Last licensed 12/30)	2
	FL 6663	Leyland				Van		2/28	?	12/40			
	RP 9416	Leyland		49365		Lorry		9/30	-	12/36		No subsequent operator	
	AJ 8528	Leyland	RAF5	22225		Lorry?		7/22	9/30	?	United Counties O&RTC		3
	RP 511	Thornycroft	J	5000		Lorry		2/25	—			Kettering UDC L/L 6/35.	

NOTES: 1 - AY 5448 last licensed 15/8/32 in Essex. 2 - RP 105 presumably of First World War origin. 3 - AJ 8528 chassis only supplied by United Counties.