

BATCHELOR. Charles Arthur & Son - John Charles BARBY

Charles Arthur Batchelor entered this world in 1874 and in the 1911 Census is listed as a grazier and carrier based in Barby. Various Rugby Directories show Charles Batchelor's carrier service as operating between Barby and Rugby but it is not clear which roads were traversed, the most likely route being via Hillmorton.

Batchelor reputedly commenced motor bus operations in either 1920 or 1922, reports differ, and at this time probably travelled via Kilsby and Hillmorton to Rugby. No details of Charles Batchelor's fleet between 1920 and 1929 are known but in the latter years he bought two new buses. The first was a Chevrolet LQ model seating fourteen passengers, supplied by Messrs Grose Ltd of Northampton and registered RP 8002 in September 1929. Three months later Grose supplied a G.M.C. T30 bus which took the registration RP 8225. Either or both of these vehicles could have been bodied by Grose but without photographic evidence this cannot be confirmed. Prior to purchasing these buses Batchelor had been granted Hackney Carriage Licences for a fourteen-seat bus by Rugby Council from 1st May 1928 and again a year later.

It would seem that Charles Batchelor's service between Barby and Kilsby to Rugby initially operated on Mondays, Thursdays and Saturdays but it may be that the Monday service had transferred to Tuesdays by 1928 if the local Directories are to be believed. However, the level of service was soon to be improved and Midland Red records show that in 1931 the service was running daily with four journeys on Mondays to Fridays, sixteen on Saturdays and six on Sundays.

Following the introduction of the Road Traffic Act, 1930 Charles Batchelor, along with his son John Charles (b.1901), applied to the Traffic Commissioners in July 1931 to continue the Barby - Kilsby - Hillmorton - Rugby service as presently operated but with additions. The additions were three extra return journeys on Mondays, four on Tuesdays, Thursdays and Fridays and five on Wednesdays. Midland Red duly objected but Batchelor's application was granted subject to conditions which probably were that local passengers could not be carried on the Hillmorton Wharf to Rugby section of route. Concurrently Charles Batchelor also applied for Excursions & Tours Licences from Barby and Kilsby, which again attracted objections from Midland Red and the London

BATCHELOR C A & Son - Barby

& North Eastern Railway. Most tours were granted with a vehicle allocation of one coach and the Traffic Commissioners subsequently allocated their reference numbers TER 71/1 to the Barby E&T Licence, TER 71/2 to the Barby - Rugby Stage Licence and TER 71/3 to the Kilsby E&T Licence. A couple of years later the Barby and Kilsby E&T Licences were combined under reference TER 71/1.

During the first half of the 1930s Charles Batchelor & Son applied to the Traffic Commissioners for various fairly minor amendments to the Barby - Rugby service, presumably generally after reaching agreement with Midland Red when appropriate as this latter Company seldom objected to Batchelor's applications.

C. BATCHELOR & SON'S Motor 'Bus Services between BARBY, KILSBY, HILLMORTON, RUGBY.

MONDAYS.											TUESDAYS.																																																																																																																																
To Rugby					a.m.						p.m.						To Rugby					a.m.						p.m.																																																																																																															
BARBY P.O. dep	7	a0	8	a5	9	35	1	55	4a30	5	30	7	5	BARBY P.O. dep	7	a0	8	a5	1	50	3	45	4a38	5	30	7	5	HILLMORTON app	7	5	8	10	9	40	2	0	4	35	5*25	7	10	HILLMORTON app	7	5	8	10	1	55	3*40	4*33	5*25	7	10	HILLMORTON app	7	15			9	50	2	10	4	45		4	47	HILLMORTON app	7	15			2	5			4	47				RUGBY C.H. arr	7	23	8	26	9	58	2	18	4	55	5	46	7	26	RUGBY C.H. arr	7	23	8	26	2	13	4	1	4	55	5	46	7	26																												
From Rugby					a.m.						p.m.						From Rugby					a.m.						p.m.																																																																																																															
RUGBY C.H. dep	7	30	9	x5	1	x30	3	30	4a55	5x50	7x35	RUGBY C.H. dep	7	30	9	x5	3x20	4	15	4a55	5x50	7x35	HILLMORTON app	7	38	9	13	3	28	4	23	5	15	5	58	7	43	HILLMORTON app	7	38	9	13	3	28	4	23	5	15	5	58	7	43	KILSBY Co-op app	7	48	9	23	1	48	3	48	5	25	6	8	7	53	KILSBY Co-op app	7	48	9	23	3	38	4	33	5	25	6	8	7	53	BARBY P.O. arr	7	53	9	28	1	53	3	53	5	30	6	13	7	58	BARBY P.O. arr	7	53	9	28	3	43	4	38	5	30	6	13	7	58																											
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RUGBY C.H. dep	7	30	9	x5	4x15	4a55	5x50	7x35	RUGBY C.H. dep	7	30	9	x5	3x20	4	15	4a55	5x50	7x35	10	40	HILLMORTON app	7	38	9	13	4	23	5	15	5	58	7	43	HILLMORTON app	7	38	9	13	3	28	4	23	5	15	5	58	7	43	10	48	KILSBY Co-op app	7	48	9	23	4	33	5	25	6	8	7	53	KILSBY Co-op app	7	48	9	23	3	38	4	33	5	25	6	8	7	53	10	58	BARBY P.O. arr	7	53	9	28	4	38	5	30	6	13	7	58	BARBY P.O. arr	7	53	9	28	3	43	4	38	5	30	6	13	7	58	11	3																												
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BARBY P.O. dep	7	a0	8	a5	9	40	1	50	3	45	4a38	5	30	7	5	BARBY P.O. dep	2	0	3	5	5	50	6	50	7	55	8	45	9	40	KILSBY Co-op app	7	5	8	10	9	45	1	55	3*40	4*33	5*25	7	10	KILSBY Co-op app	2	5	3	10	5	55	6	55	8	0	8	50	9	45	HILLMORTON app	7	15			9	55	2	5	4	47	HILLMORTON app	2	15	3	20	6	5	7	5	8	10	9	0	9	55	RUGBY C.H. arr	7	23	8	26	10	3	2	13	4	1	4	55	5	46	7	26	RUGBY C.H. arr	2	23	3	28	6	13	7	13	8	18	9	8	10	3																						
From Rugby					a.m.						p.m.						From Rugby					p.m.																																																																																																																					
RUGBY C.H. dep	7	30	9	x5	12	30	3x20	4	15	4a55	5x50	7x35	RUGBY C.H. dep	2	35	3	45	6	25	7	25	8	20	9	15	10	10	HILLMORTON app	7	38	9	13	12	38	3	28	4	23	5	15	5	58	7	43	HILLMORTON app	2	43	3	53	6	33	7	33	8	28	9	23	10	18	KILSBY Co-op app	7	48	9	23	12	48	3	38	4	33	5	25	6	8	7	53	KILSBY Co-op app	2	53	4	3	6	43	7	43	8	38	9	33	10	28	BARBY P.O. arr	7	53	9	23	12	53	3	43	4	38	5	30	6	13	7	58	BARBY P.O. arr	2	58	4	8	6	48	7	48	8	45	9	38	10	33																
SATURDAYS.																																																																																																																																											
To Rugby					a.m.						p.m.																																																																																																																																
BARBY P.O. dep	7	a0	8	a5	9	40	10	35	11a40	12	38	1	20	2	5	3	0	4	10	5	5	6	0	7	0	7	50	8	38	9	28	10	15	KILSBY Co-op app	7	5	8	10	9	45	10	40	11	45	12*33	1	25	2	9	3	5	4	15	5	10	6	5	7	5	7	55	8*33	9*23	10	20	HILLMORTON app	7	15			9	55	10	50	11	53	12	47	1	35	2	18	3	15	4	25	5	18	6	15	7	15	8	5	8	46	9	38	10	30	RUGBY C.H. arr	7	23	8	26	10	3	10	58	12	3	12	55	1	43	2	26	3	23	4	33	5	25	6	23	7	23	8	13	8	54	9	45	10	38				
From Rugby					a.m.						p.m.																																																																																																																																
RUGBY C.H. dep	7	30	9	x5	10	10	11	15	12	15	12	56	1	45	2	35	3	45	4	40	5	25	6	35	7	25	8	15	9	5	9	45	10	50	HILLMORTON app	7	38	9	13	10	18	11	23	12	23	1	4	1	53	2	43	3	53	4	48	5	33	6	43	7	33	8	23	9	13	9	53	10	58	KILSBY Co-op app	7	48	9	23	10	28	11	33	12	33	1	12	2	1	2	53	4	1	4	58	5	43	6	53	7	42	8	33	9	23	10	5	11	10	BARBY P.O. arr	7	53	9	28	10	33	11	38	12	38	1	17	2	5	2	58	4	5	5	3	5	48	6	58	7	47	8	38	9	28	10	9	11	15

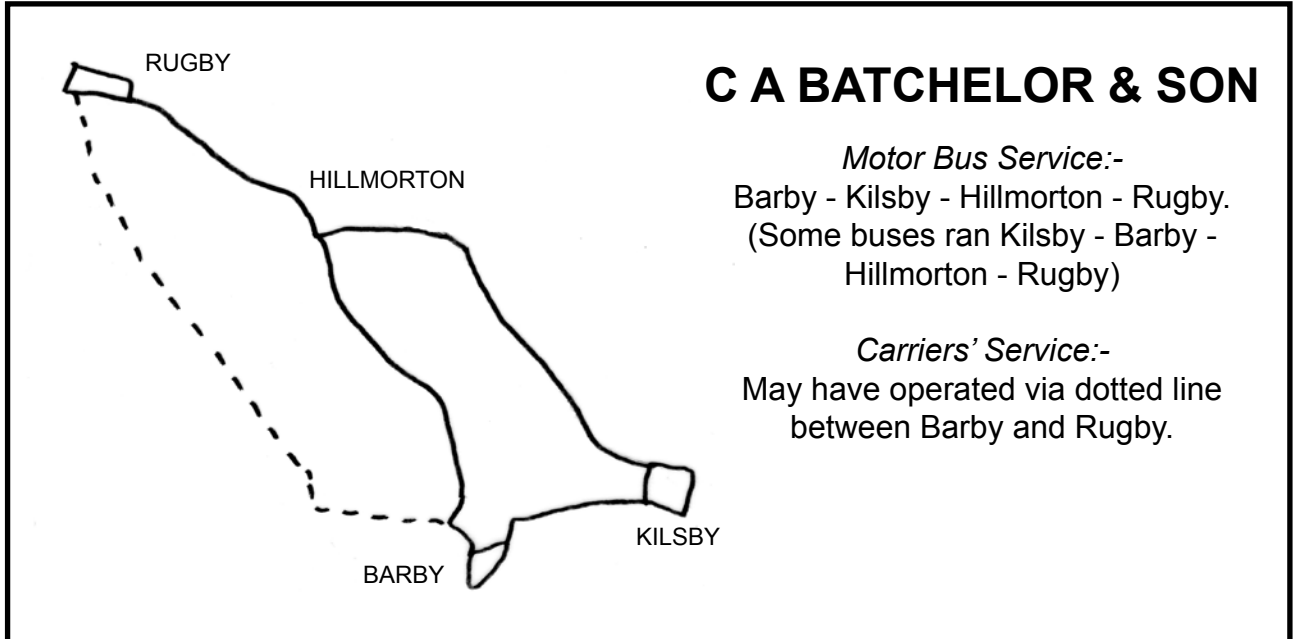
NOTES:—Theatre 'Bus, THURSDAYS, depart BARBY 7.5 p.m., KILSBY 7.10.
 All 'Buses (*) at KILSBY (Co-op) run via BARBY to RUGBY.
 All 'Buses (x) at RUGBY pick up for KILSBY & BARBY (ONLY).
 Special Services Bank Holidays. No Services Christmas Day.

PRIVATE PARTIES CATERED FOR.

TUGBY ADVERTISER LTD., PRINTERS

The above timetable is believed to have been current during 1936 and shows that twenty of the sixty return journeys operated weekly had a restriction placed upon them regarding picking up and setting down passengers between Rugby and Hillmorton Wharf. By September 1936 Midland Red was looking to improve services in the Hillmorton

BATCHELOR C A & Son - BARBY



C A BATCHELOR & SON

Motor Bus Service:-

Barby - Kilsby - Hillmorton - Rugby.
(Some buses ran Kilsby - Barby - Hillmorton - Rugby)

Carriers' Service:-

May have operated via dotted line between Barby and Rugby.

area, which Charles Batchelor opposed. To overcome this matter it was agreed that Batchelor would be free to apply to remove the restrictions on his twenty journeys as a *quid pro quo* for not objecting to Midland Red's proposals. Batchelor duly applied to the Commissioners in October 1936 and both operators and the public benefitted. Until the War only very minor changes took place to Charles Batchelor's service.

As previously mentioned, details of Charles Batchelor's fleet are very sketchy. It is known that the Chevrolet and G.M.C. purchased in 1929 had gone by circa 1939/40 and probably went several years earlier. Known replacements were a used Dennis Lancet registered VT 8155 with a thirty-two seat Willowbrook body that may have been purchased around 1933. Another new coach was bought in May 1936 when Willowbrook bodied Bedford WTB registered NV 7322 joined the rolling stock.

Little has been gleaned regarding Charles Batchelor's War-time operations but no doubt the excursions ceased around 1940 and the stage carriage service probably continued much as before. Batchelor may have picked up a contract, possibly to convey workers engaged in essential War production as he was allocated a used Dennis Lancet coach in February 1943. This was JU 7827 which once again sported a Willowbrook body and seated thirty-two passengers.

The Author assumes that Charles Batchelor must have retired during the War as the Barby to Rugby Road Service Licence was renewed by John Charles Batchelor trading as Batchelor's Motor Services in May 1947 under reference TER 3424/1. The Excursion & Tours Licence was similarly granted under reference TER 3424/3 to John Batchelor. What TER 3424/2 was, if it existed, is not known. With Rugby, Warwickshire being situated in the West Midland Traffic Area as opposed to Northamptonshire in the East Midland, all cross-boundary services required backing licences.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-BA11

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BATCHELOR C A & Son - BARBY

SATURDAYS											
To Rugby				a.m.				p.m.			
BARBY P.O.	dep	6 55	8 15	9 40	10 35	11a40	12 38	1 20			
KILSBY Co-op.	app	7 0	8 20	9 45	10 40	11 45	12*33	1 25			
KILSBY Turn	app	7 5	8 25	9 50	10 45	11 50	—	1 30			
HILLMORTON	app	7 10	8 30	9 55	10 50	11 53	12b47	1 35			
RUGBY	arr	7 18	8 36	10 3	10 58	12 3	12 55	1 43			
		a	a			a					
p.m.											
2 5	3 0	4 10	5 5	6 0	7 0	7 50	8 38	9 28	10 15		
2 9	3 5	4 15	5 10	6 5	7 5	7 55	8*33	9*23	10 20		
2 14	3 10	4 20	5 15	6 10	7 10	8 0	—	—	10 25		
2 18	3 15	4 25	5 18	6 15	7 15	8 5	8b46	9b38	10 30		
2 26	3 23	4 33	5 25	6 23	7 23	8 13	8 54	9 45	10 38		

SUNDAYS											
To Rugby				p.m.							
BARBY P.O.	dep	2 0	3 5	5 50	6 50	7 55	8 45	9 40			
KILSBY Co-op.	app	2 5	3 10	5 55	6 55	8 0	8 50	9 45			
KILSBY Turn	app	2 10	3 15	6 0	7 0	8 5	8 55	9 50			
HILLMORTON	app	2 15	3 20	6 5	7 5	8 10	9 0	9 55			
RUGBY C.H.	arr	2 23	3 28	6 13	7 13	8 18	9 8	10 3			
From Rugby											
RUGBY	dep	2 35	3 45	6 25	7 25	8 20	9 15	10 10			
HILLMORTON	app	2 43	3 53	6 33	7 33	8 28	9 23	10 18			
KILSBY Co-op.	app	2 53	4 3	6 43	7 43	8 38	9 33	10 28			
BARBY P.O.	arr	2 58	4 8	6 48	7 48	8 45	9 38	10 33			

SATURDAYS											
From Rugby				a.m.				p.m.			
RUGBY	dep	7 30	9 5	10 10	11 15	12 15	12 56	1 45			
HILLMORTON	app	7 38	9 13	10 18	11 23	12 23	1 4	1 53			
KILSBY Turn	app	7 43	9 18	10 23	11 28	12 28	1 9	1 58			
KILSBY Co-op.	app	7 48	9 23	10 28	11 33	12 33	1 12	2 1			
BARBY P.O.	arr	7 53	9 28	10 33	11 38	12 38	1 17	2 5			
p.m.											
2 35	3 35	4 40	5 25	6 35	7 25	8 15	9 5	9 45	10 50		
2 43	3 43	4 48	5 33	6 43	7 33	8 23	9 13	9 53	10 58		
2 48	3 48	4 53	5 38	6 48	7 38	8 28	9 18	9 58	11 3		
2 53	3 50	4 58	5 43	6 53	7 42	8 33	9 23	10 5	11 10		
2 58	3 55	5 3	5 48	6 58	7 47	8 38	9 28	10 9	11 15		

NOTES :—All 'Buses (*) at Kilsby (Co-op.) run via BARBY to RUGBY.

All 'Buses (a) run to L.M.S. Station and pick up for HILLMORTON, KILSBY & BARBY.

All Buses (b) pick up BARBY LANE CORNER.

No Services Christmas Day.

SALOON 'BUSES AND TAXIS FOR PRIVATE HIRE.

All 'Buses not starred at KILSBY run via KILSBY TURN to RUGBY.

'Buses from RUGBY start from CLIFTON ROAD 'Bus Stand.

Also late 'Buses will run to RUGBY, via KILSBY, after Dances from BARBY, on Easter Monday, Whit-Monday, August Monday, and Boxing Day.

Enquire : 'Phone BRAUNSTON 236

Punch type tickets were used by Batchelor's Bus Service and the illustration below shows a 1½d return on Bell Punch block A9497.



On this and the previous page is an undated Batchelor's Motor Services Timetable current during the early post-War years. Comparison with the c1936 timetable shows very little change to the level of service provided. The timetable additionally reveals that John Charles Batchelor was concurrently the proprietor of the "Arnold Arms" at Barby.

Returning to the subject of rolling stock, just two more second-hand machines were imported into the fleet, both probably in 1947. The first was JU 258 which was a twenty-seat Morris Director coach and the second was FW 8651 which was another Dennis Lancet thirty-two seater vehicle. True to form, both carried Willowbrook bodies.

During 1949 John Batchelor decided to dispose of his bus and coach business and arrangements were made for the Rugby Industrial & Provident Co-operative Society Ltd of 45 Chapel Street, Rugby to

BACHELOR C A & Son - BARBY

acquire the business. At that time many Co-operative Societies were keen to expand their areas of influence and several branched out into the travel and coaching fields. The Rugby Society applied to the East Midland Traffic Commissioners in August 1949 to take over the stage and excursion operations of Batchelor's Motor Services and were duly granted licences under references TER 3901/1 and TER 3901/2. It is understood the take-over occurred at the end of November 1949.

Presumably John Charles Batchelor continued in business as the proprietor of the "Arnold Arms" at Barby but sadly neither he nor his father survived for very long after the sale of the business. Charles died in January 1952 followed shortly afterwards by John in June 1952.

The Author is grateful to Peter Hale who has conducted in-depth research into Warwickshire bus operators for his assistance with information emanating from that County's perspective and to Gren Hatton for his assistance with Barby Parish Records.

Rolling Stock:

REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	TYPE	NO.	MAKE	TYPE/ SEATS	NO.	NEW	S/H	W/D			
RP 8002	Chevrolet	LQ	57915	Grose?	B14F	—	9/29	—	by-/39	Supp Grose Ltd, Northampton	?	1
RP 8225	G.M.C.	T30	3187	Grose?	B20F	—	12/29	—	by-/40	Supp Grose Ltd, Northampton	?	2
VT 8155	Dennis	Lancet	170132	Willow-brook	B32F	2259	6/32	-/33?	-/34?	Oakes, Burslem	To Showman	
NV 7322	Bedford	WTB	110531	Willow-brook	C25F	2877	5/36	—	11/49	Supp Yeates, Loughborough	?	3
JU 7827	Dennis	Lancet	171001	Willow-brook	C32F	2808	1/36	2/43	11/49	War Department	Rugby Co-op	
JU 258	Morris	Director	039RP	Willow-brook	B20F	2256	3/32	7/47	11/49	Hames, Oadby	Rugby Co-op	
FW 8651	Dennis	Lancet	171153	Willow-brook	C32F	2893	1/37	c-/47	11/49	K W Daventry	Rugby Co-op	

Notes: 1 - RP 8002 last owned by F P Roberts, Arlesey and last licensed 12/39.
 2 - RP 8225 last owned by R Edwards, Llantrisant and last licensed 9/40.
 3 - NV 7322 last owned by W R Curtis, Coventry and last licensed 6/59.