

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-RE2  
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## REEVE. Hector Macdonald & JACKSON. Bert 9 Black Lion Hill, NORTHAMPTON

Hector Macdonald Reeve, always known as Mac Reeve in his adult life, was a driver for Charles Billington's Shakespeare Omnibus Company during the late 1920s. Billington, it will be recalled from paper NN-BI2, sold out to United Counties in September 1929 but retained a couple of vehicles. Mac Reeve found himself either unemployed or "odd jobbing" and yearned to return to bus or coach driving.

In 1930 Mac Reeve joined with another former Billington driver named Bert Jackson and hired a six-cylinder REO coach from their former employer to operate private hire and excursions, particularly to Race meetings as both men were keen on horse racing. In fact Mac Reeve applied to Northampton Borough Council for a Hackney Carriage Licence in November 1930 and was granted permission to stand a twenty-seater coach on the Market Square on special occasions.

The REO hired from Charlie Billington was registered NH 7385 but at some stage either very late in 1931 or, more likely, in 1932 the Traffic Commissioners found fault with the REO and eventually refused to licence it. At this stage Mac Reeve and Jackson returned NH 7385 to Billington who by this time was residing in Hitchin, and the partnership was dissolved.

Hector Macdonald Reeve then secured a driving job with Messrs Allchin & Son and when this latter firm was taken over by United Counties, Mac Reeve joined this company and remained with United Counties for the rest of his working days. Whenever United Counties' Northampton Depot subsequently operated an excursion to a Race meeting, as likely as not the driver would be Mac Reeve!

### Rolling Stock:

NH 7385 - REO - C20F - New -/27 - Hired from C E Billington c11/30 to -/32

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.