

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-BA9A

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## BASFORD'S COACHES LTD "The Dingle", (489101) GREENS NORTON

Basford's Coaches Ltd was incorporated on 6th December 1950 with a nominal capital of £12,000 divided into 12,000 Shares of £1 each and with its Registered Office at "The Dingle", Greens Norton. Arthur Basford and his wife, Annie, were Directors of the new company and Edna Basford was the Secretary. 9000 Shares were allotted, with 2500 Founders' Shares held by Arthur Basford, 2500 Ordinary Shares held by Annie Basford and 1000 Ordinary Shares held by each of the four Basford children – Edna, Bob, John and June. Each of the Founders' Shares conferred the same rights as regards voting as though they were four Ordinary Shares, but in all other respects were the same as Ordinary Shares. Thus, in terms of voting, Arthur Basford remained very much in control of the Company.

The Objects for which the Company was established were "to carry on all or any of the businesses of Proprietor, Hirers and Letters on Hire of Motor Coaches, Motor Omnibuses, Chars-a-bancs, Lorries, Vans, Wagons, Cars, Cabs and other Vehicles (however propelled) appropriate for the Conveyance of Passengers and of Goods, Wares, Merchandise, and Produce of all kinds .....".

The mention of cars and cabs serves as a reminder that, for many years, Arthur Basford had operated hire cars as well as buses and coaches. Indeed, in the mid 1920s he had run a Minerva and a DeSoto, the latter being registered RP 7601.

At the time of the formation of the Company, Basford's was operating eight buses and coaches which comprised the following:-

NV 9386 - Albion/Grose  
CBD 130 - Albion/Plaxton  
BAX 673 - Albion/Thurgood  
AAD 536 - Bedford/Duple  
DRP 901 - Albion/Thurgood  
BU 8600 - Leyland/Massey  
FBD 448 - Seddon/Plaxton  
FNV 541 - Albion/Bellhouse-Hartwell

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.

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: **BASFORD'S Coaches Ltd., G NORTON** :  
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In the Summer of 1951 Basford's Coaches undertook its first continental private hire and Plaxton bodied Seddon – FBD 448 – was taken to France to visit Lyon and Paris. The tour was successfully completed and was the first of many similar visits to the continent to be undertaken in subsequent years. A regular clientele for European tours gradually developed and such organisations as Falcon Manor School at Greens Norton later became significant and regular customers for such hires.

In the period to April 1951 Basford's Coaches Ltd applied to the Traffic Commissioners to continue the services, without modification, formerly operated by Arthur Basford as an individual. The Traffic Commissioners allocated new reference numbers and the routes concerned were as follows:-

- TER4100/1 - Greens Norton - Northampton, Plough Hotel Yard  
(Wednesdays/Saturdays/Sundays)
- TER4100/2 - Greens Norton - Wolverton , Market Place  
(Fridays/Sundays)
- TER4100/3 - Excursions & Tours from Greens Norton, Village Green picking-up at Towcester, Paulerspury, Shutlanger, Silverstone and Whittlebury.
- TER4100/4 - Greens Norton - Northampton, Plough Hotel Yard  
(Mondays to Saturdays)
- TER4100/5 - Greens Norton - Weedon Ordnance Depot  
(Mondays to Saturdays)
- TER4100/6 - Whittlebury, Fox & Hounds - Towcester (Express)  
(Mondays)
- TER4100/7 - Bradden - Northampton, Plough Hotel Yard  
(Wednesdays/Saturdays/Sundays)

In November 1951 Basford's Coaches made application for a stage-carriage service for which the previous licence had been granted to G L Edwards of Paulerspury. By this time Leonard Edwards was ready to retire and he approached Arthur Basford with a view to selling his operation. Edwards' route ran from Paulerspury via either Alderton or Shutlanger and Stoke Bruerne to Northampton, Bull & Butcher Yard in Bridge Street, on Wednesdays, Saturdays and Sundays. Basford's commenced the replacement service from Towcester and applied to operate on Tuesdays also. Once the Traffic Commissioners had granted Basford's application, the takeover of Edwards' business was completed and Basford's commenced its new service on 3rd February 1952. Leonard Edwards' sole bus, a 1935 Dennis Ace with Willowbrook twenty-seat bodywork, was taken over by Basford's but used only intermittently until its licence expired in September 1952. An illustration of Edwards's former Dennis Ace - NV4727 - can be seen on the next page.

Other service amendments in the 1950s saw the withdrawal of the Wolverton Sunday operation in October 1952, the diversion of the Bradden to Northampton route to serve Duncote, Caldecote and Tiffield and the change of the terminal of the Northampton

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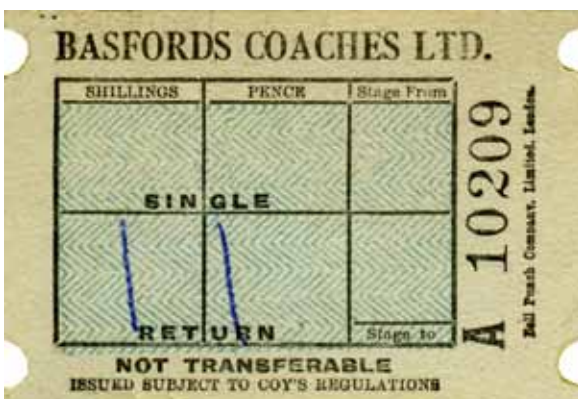
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*Lenny Edward's Dennis Ace registered NV 4727 is seen here in the yard of the Plough Hotel, Northampton. It had a twenty-seater Willowbrook body.*

services from the Plough Hotel Yard to the Corporation's Gas Street Car Park, in May 1956. In March 1958 Basford's three original separate licences for services to Northampton were consolidated into a single new licence with Bradden Church and Northampton Gas Street as the termini. The Gas Street terminal was again changed, at the end of 1959, to The Mayorhold.



It will be recalled from paper NN-BA9 concerning the early history of Arthur Basford's coaching activities that the bell-punch ticketing system had been used from the early days. This system was replaced by Bellgraphic machines in 1959.

*Left: A facsimile of a Basford's Coaches Ltd Bellgraphic ticket – black with blue background on off-white paper.*

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The Albion Valkyrie – CBD 130 – acquired by Basford's during the War had its Plaxton body removed after the 1953 summer season and its chassis overhauled. It was forwarded to Major Allday's Horton Motor Works where the petrol engine was removed and exchanged for a diesel motor which was taken from a former Albion Tank Transporter. The chassis of CBD 130 was then sent to Burlingham's Blackpool factory where it was fitted with a Seagull body seating thirty-five passengers, in June 1954.



A Burlingham Seagull body with adapted front end styling was placed on the Albion Valkyrie chassis of CBD 130 in June 1954. The Mayorhold at Northampton was the scene of this photograph. (Photocourtesy R Marshall)

In the mid-1950s Basford's Coaches Ltd adopted a policy of buying one new coach every two years. The 1956 delivery was a Commer Avenger III chassis on which a Duple Vega body was mounted. This machine was the first forty-one seater in the fleet and it entered service in March 1956 carrying the registration NBD 1. Two years later a Bedford SB3 chassis with Plaxton Consort II bodywork was chosen and supplied by Dealer Errington of Evington. This coach was registered RBD 4 in February 1958 and for 1960 delivery the firm's final Albion chassis was bought, being an Aberdonian model. Again Plaxton Consort coachwork was specified and this forty-one seat coach entered the fleet in February 1960 registered URP 493.

School contract work for Northamptonshire County Council conveying children from Silverstone and Whittlebury to Towcester Grammar School led to Basford's buying their one and only double-deck vehicle. A Leyland Titan PD1 with Weymann fifty-three seat bodywork and registered JRA 638 was bought second-hand from dealers Smith of Stratford-on-Avon in August 1960. It had originally been owned by Chesterfield Corporation and it entered service for Basford's at the start of the September term 1960 and remained in operation for six years. Incidentally, the conditions attached to Basford's licences prevented the operation of double-deck vehicles on all the local bus routes, but the acquisition of JRA 638 led the Company to apply successfully to the Traffic Commissioners for the conditions to be removed from the Northampton group of service licences.

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*The Duple Vega body looked well in its time and, in the case of Basford's NBD 1, was mounted on Commer Avenger III chassis.*

*(Photo courtesy  
R H G Simpson)*

*A Bedford SB3 chassis formed the basis of RBD 4 delivered to the Basford fleet in 1958 and Mounted with Plaxton Consort II coachwork.*

*(Photo courtesy  
D M Bailey)*



*URP 493 was the last of a long line of Albions to be operated by Basford's and this vehicle was attractively bodied with Plaxton Consort IV coachwork.*

*(Photo courtesy  
R H G Simpson)*

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*Weymann bodied Leyland Titan PD1 – JRA 638 – was photographed at Basford's garage at Greens Norton. (Photo courtesy R H G Simpson)*

The next coach to be taken into stock was a former Ford demonstration vehicle which was bought advantageously from Luton Commercial Motors who were main Ford Agents. The vehicle in question was registered 2128 PU and carried a Duple Yeoman forty-one seat body. 2128 PU passed to Basford Coaches in April 1961.



*When this photograph was taken, Ford 570E/Duple Yeoman – 2128 PU – was operating the local Greens Norton to Northampton bus service and was parked in St. John's Street, Northampton, a later terminal for the services. (Photo courtesy R Marshall)*

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: BASFORD'S Coaches Ltd., G NORTON :  
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No new vehicles were required in 1962 but in the following year a superb Leyland Leopard L1 entered service equipped with a Plaxton Panorama forty-three seat body. It was registered 999DNV in May 1963 and looked extremely impressive in Basford's cream and red colours.



*The expansive windows were an advanced feature of Plaxton Panorama coachwork and this body looks well on Leyland Leopard 999 DNV. The vehicle still exists today, albeit in a rather dilapidated condition.*

Sunday services ceased in June 1963, after which time Basford's Northampton stage carriage services were operating as shown on the timetable on the following page, the original of which was produced on a duplicating machine. The Wolverton route is not shown on this timetable but it was nonetheless being operated. Two buses were required to provide the Wednesday and Saturday services and one on Mondays, Tuesdays, Thursdays and Fridays.

Unfortunately, Edna Basford died on 15th October 1962 at the early age of 42 years and two years later to the day, Arthur Basford also died, but he was by then aged 72 years. His wife, Annie, outlived him and survived until July 1972. After these events, the entire Share Holding in the Company passed equally to Bob and John Basford except that June retained her original 1000 Shares.

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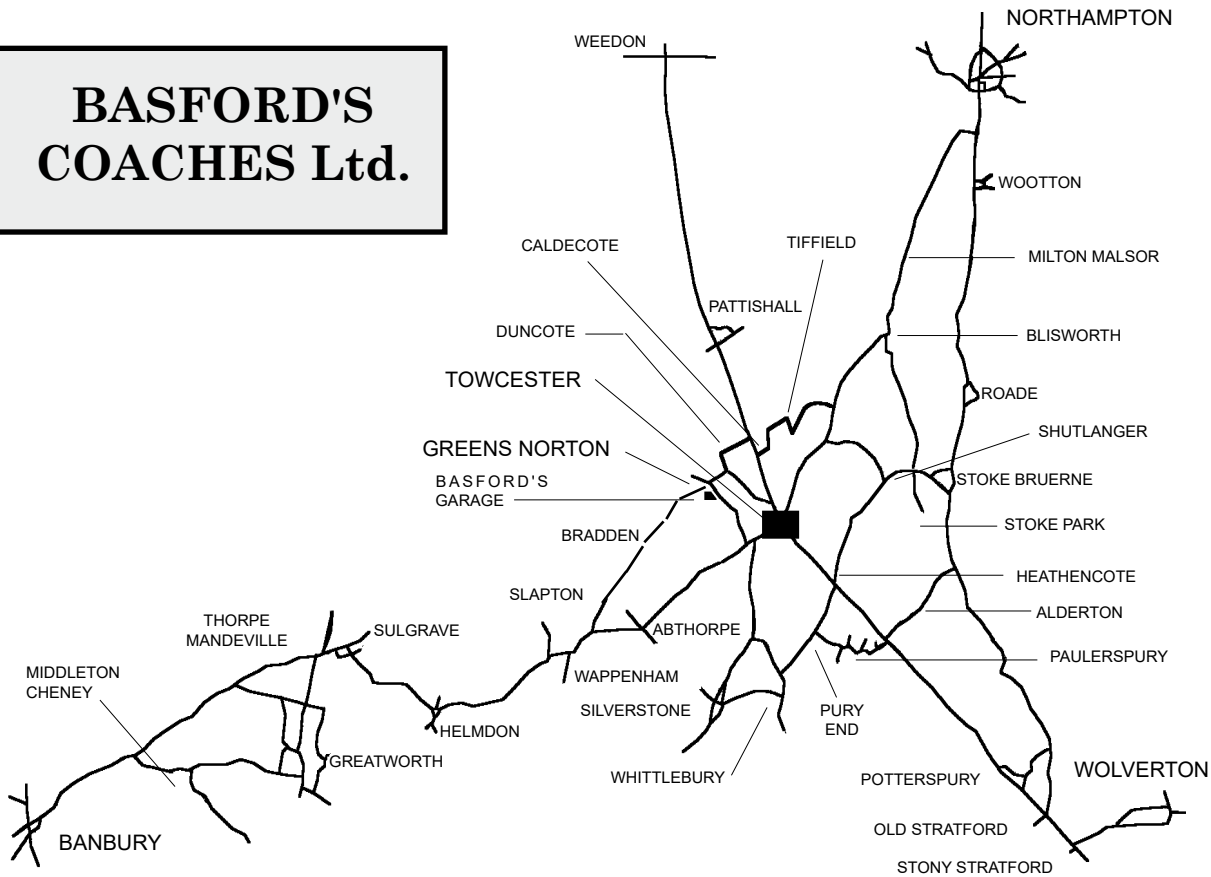
**BASFORD'S Coaches Ltd., G NORTON**

BASFORD'S COACHES LIMITED															
DEPART	WEDNESDAY				SATURDAY								MON-FRI.		
	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	
BRADDE			1.10				1.15						X		
GREENS NORTON	9.15	9.30	1.15		9.30	9.45	1.30					5.15	6.20	5.10	
TOWCESTER	9.20	9.35	1.20		9.35	9.50	1.35					5.20	6.25	5.15	
HEATHENCOTE	9.25	9.40	1.25		9.40	9.55							6.30		
PAULERSPURY C.	9.30			1.15	9.45	12.40			1.45	3.15			6.40		
PAULERSPURY F.	9.35			1.20	9.50	12.45			1.50	3.20			6.45		
HEATHENCOTE									1.55	3.25			6.50		
SHUTLANGER	9.45	1.30			10.00				2.00	3.30			7.00		
BLISWORTH	9.52	1.37			10.07	1.42			2.07	3.37	5.27		7.05	5.28	
MILTON	9.58	1.43			10.13	1.48			2.13	3.43	5.33				
ALDERTON	9.40		1.25		9.55	12.50									
STOKE BRUERNE	9.45		1.30		10.00	12.55									
ROADE	9.50		1.35		10.05	1.00									
WOOTTON	10.00		1.45		10.15	1.10									
NORTHAMPTON	10.05	10.05	1.50		10.20	10.20	1.15	1.55			2.20	3.50	5.40	7.10	5.35
NORTHAMPTON	12.30	12.30	3.15	3.30	4.45	12.10	12.40	1.15	2.45	4.00	4.00	6.00	X	7.15	5.45
WOOTTON	12.35				4.50					4.05					
ROADE	12.45				5.00					4.15					
STOKE BRUERNE	12.50				5.05					4.20					
ALDERTON	12.55									4.25					
MILTON	12.37	3.22	3.37		12.17	12.47	1.22	2.52	4.07	6.07			7.22	5.52	
BLISWORTH	12.43	3.28	3.43		12.23	12.53	1.28	2.58	4.13	6.13			7.28	5.58	
SHUTLANGER	12.50	3.35		5.10	12.30		1.35	3.05	6.20						
HEATHENCOTE	12.55	3.40			12.35		1.40	3.10	6.25						
PAULERSPURY C.	1.00	3.50	5.20		12.35		1.50	3.20	4.30	6.35					
PAULERSPURY F.	1.05	3.45	5.15		12.40		1.45	3.15	4.35	6.30					
HEATHENCOTE		3.55	5.25						4.40	6.40					
TOWCESTER	1.00	4.00	5.30		1.00				4.45	6.45			7.35	6.30	
GREENS NORTON	1.05		3.55	5.35	1.05				4.50	6.50			7.40	6.35	
BRADDE	1.10				1.10					6.55					

The Service between Greens Norton and Bradde will only operate at the request of three or more passenger  
 S. School C. Chapel X Operates to and from George Row in Northampton  
 \* Operates to Tiverton Cinema, returning to Paulerspury and Greens Norton after the last performance.

*Basford's stage-carriage services in the Autumn of 1963.*

## BASFORD'S COACHES Ltd.



*A diagram of Basford's Coaches area of stage-carriage operation*



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Returning to the subject of rolling stock, Basford's Coaches Ltd purchased another three new coaches and one second-hand vehicle during the remaining years of the 1960s. The first of the new machines was ERP 434C, a Bedford VAL with Leyland 0400 engine and Plaxton Panorama coachwork that originally accommodated fifty passengers but which was later upseated to fifty-two, in line with another similar model later acquired by the firm. ERP 434C was obtained in June 1965. Next, a second-hand Commer Avenger with Duple Vega bodywork was imported into the fleet, in February 1966. This vehicle was virtually identical to NBD 1 which Basford's bought new in 1956 and when dealers Don Everall called in at Greens Norton on their way back from the Isle of Wight to Wolverhampton with NDL 21, Basford's decided to buy it there and then. Being satisfied with Bedford VAL - ERP 434C - Basford's ordered another similar machine for delivery in May 1967. This coach was registered LRP 1E and was fitted with a Plaxton Panorama I body which accommodated fifty-two passengers. The last new vehicle acquired in the 1960s was a "Bus Grant" Ford R192 with dual purpose Willowbrook forty-five seat body. It was bought primarily for use on the stage-carriage services and was registered TNV 599G in July 1969.



*Bedford VAL/Plaxton Panorama - ERP434C --was on this occasion caught by the camera at St. John's Street, Northampton.*

*(Photo courtesy R H G Simpson)*

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*Basford's Northampton service terminal was at The Mayorhold when this illustration was taken of Commer Avenger NDL 21 with Duple Vega Coachwork.*

*(Photo courtesy R F Mack)*



*The second Bedford VAL with Plaxton Panorama coachwork to be acquired by Basford's was LRP 1E and this time a nearside view is shown.*

*(Photo courtesy M R Knight)*

BASFORD'S Coaches Ltd., G NORTON



*The nearest thing to a service bus to which Basford's had come since the War was this Ford R192 with dual-purpose Willowbrook body. The attractive vehicle was TNV 599G and it was bought taking advantage of the Government's Bus Grant scheme.*

*(Photo courtesy R Marshall)*

In October 1968 Basford's Coaches Ltd was granted a new Road Service Licence by the East Midlands Traffic Commissioners to run an Express service from Greens Norton via Blakesley, Woodend, Braden, Slapton, Abthorpe, Silverstone, Whittlebury and Paulerspury to Towcester Cinema on Friday evenings in connection with the Regal Bingo Club.

At the end of 1971, proposed road developments in the central area of Northampton meant that The Mayorhold had to be vacated as a bus terminus and Northampton Corporation instead made provision for buses to be allowed to stand in St. John's Street. In line with other independent operators, Basford's service departure point changed to the new site at this time.

During the 1970s, Basford's Coaches Ltd introduced seven new and two second-hand coaches to its fleet. August 1970 saw the arrival of a make of vehicle hitherto untried and this was a second-hand Bristol LHL6L coach with Plaxton Panorama Elite forty-nine seat body. The vehicle in question had been registered RKP 709G in June 1969 and it was bought from a London based receiver, having previously been operated by Jones of Deal.

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*Bristol LH — RKP 709G — was photographed at Basford's Greens Norton depot and, as always for vehicles in this fleet, was in immaculate condition. (Photo R Marshall)*

The vehicle intake for 1971 and 1972 comprised a Bedford YRQ with forty-five seat Plaxton Panorama Elite II coachwork and registered ARP 2J, in July 1971, and a Leyland Leopard PSU3B/4R with similar Plaxton bodywork but this time an Elite Express II version. This latter coach was registered ERP 2K in July 1972.



*Basford's Greens Norton depot again provides the background for this illustration of Bedford YRQ/Plaxton — ARP 2J.*

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*An offside view of ERP 2K, a handsome Plaxton bodied Leyland Leopard which satisfied the conditions to qualify for Bus Grant purchase.*

*(Photo courtesy R Marshall)*

In 1973 an exchange of coaches took place with Webster's Coaches of nearby Pattishall. It was time for Ford/Duple 2128 PU to be retired and this coach was sent in part exchange to Webster's for the latter firm's Ford R226 with Duple Viceroy 37 body - BNV 750K. This 53-seat coach joined its new owners in April 1973 when it was just eighteen months old. At this time Webster's were withdrawing from the private hire market and the work being undertaken by BNV 750K did not call for a front-line coach.

Between 1974 and 1978 one new coach per year was purchased. Initially a pair of Volvo B58s were chosen, the 1974 model — RNV 2M — being fitted with Plaxton Panorama Elite III bodywork and the 1975 model having Duple Dominant coachwork, and taking the registration number HVV 88N. In the following year, 1976, a less expensive model was considered sufficient for the Company's needs and a Ford R1114 was taken into stock. This vehicle was registered MNH 3P and, again, it had a Duple Dominant fifty-three seat body.



*HVV 88N was one of Basford's Volvo B58 coaches and was equipped with an elegant Duple Dominant body.*

*(Photo courtesy R Marshall)*

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*Basford's 1976 vehicle intake comprised this Ford R1114/Duple Dominant coach registered MNH 3P, photographed at Greens Norton.*

The final two coaches to be acquired by Basford's were delivered in January 1977 and January 1978 respectively. The first of the two was a Leyland Leopard PSU5A/4R with Plaxton Supreme coachwork seating fifty-three passengers and registered RNV 3R. The final vehicle was XNV 219S which was a Bedford YMT, again with Plaxton Supreme bodywork with accommodation for fifty-three people.



*Bedford YMT – XNV 219S – was laying-over at Daventry when it had its photograph taken.*

**BASFORD'S Coaches Ltd., G NORTON**

At the end of 1975 Basford's two remaining Northampton services were combined onto a single licence under reference TER 4100/9, the terminals being Greens Norton, Village Green and Northampton, St. John's Street. In March 1978 the timetable for the service was as shown below. For reasons unknown, the Greens Norton to Wolverton Fridays service received very little publicity.

		BASFORD'S COACHES LTD.				TER 4100/9					
		TIMETABLES									
		NORTHAMPTON SERVICES									
- Schooldays Only.		MON - FRI		S A T U R D A Y S				W E D N E S D A Y S			
		a.m.	p.m.*	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	
GREENS NORTON.....		6.30	3.45 <sup>30</sup>	9.30	9.30	1.15	5.15	9.15	9.30	1.0	
Towcester.....		6.34	3.50 <sup>35</sup>	9.35	9.35	1.20	5.20	9.20	9.35	1.5	
Heathencote.....		6.38	....	9.40	9.40	1.25	....	9.25	9.40	1.10	
Paulerspury (Chapel).		6.44	....	9.45	....	1.35	....	9.30	....	1.17	
Paulerspury (School).		6.42	....	9.50	....	1.30	....	9.35	....	1.15	
Shutlanger.....		6.52	....	....	9.45	1.40	....	....	9.45	1.25	
Blisworth.....		6.57	....	....	9.52	....	5.27	....	9.52	....	
Milton.....		7. 2	....	....	9.58	....	5.33	....	9.58	....	
Alderton.....		....	....	9.55	....	....	....	9.40	....	....	
Stoke Bruerne.....		....	....	10. 0	....	1.43	....	9.45	....	1.28	
Road.....		....	....	10. 5	....	1.48	....	9.50	....	1.33	
Wootton.....		....	....	10.15	....	1.58	....	10. 0	....	1.43	
NORTHAMPTON.....		7.10	....	10.20	10. 5	2. 5	5.40	10. 5	10. 5	1.50	
NORTHAMPTON.....		p.m.	....	p.m.	....	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
NORTHAMPTON.....		5.40	....	12.15	....	4. 0	6. 0	12.15	12.30	3. 0	5.15
Wootton.....		....	....	....	....	4. 5	....	....	12.35	....	5.20
Road.....		....	....	....	....	4.15	....	....	12.45	....	5.30
Stoke Bruerne.....		....	....	....	....	4.20	....	....	12.50	....	5.35
Alderton.....		....	....	....	....	....	....	....	12.55	....	....
Milton.....		5.47	....	12.22	....	....	6. 7	12.22	....	3. 7	....
Blisworth.....		5.53	....	12.28	....	....	6.13	12.28	....	3.13	....
Shutlanger.....		6. 0	....	12.35	....	4.23	6.20	12.35	....	3.20	5.40
Paulerspury (School).		6.10	....	12.50	....	4.35	6.35	....	1. 0	3.30	5.50
Paulerspury (Chapel).		6. 5	....	12.45	....	4.33	6.30	....	1. 3	3.28	5.45
Heathencote.....		6.15	....	12.40	....	4.28	6.25	12.40	....	3.35	5.55
Towcester.....		6.20	....	12.55	....	4.40	6.40	12.45	1.10	3.40	6. 0
GREENS NORTON.....		6.25	....	1. 0	....	4.45	6.45	12.50	1.15	3.45	6. 5

*A facsimile of Basford's 1978 local bus timetable.*

In 1976 Control Systems, the firm that printed Bellgraphic tickets, ceased producing these items as so few operators still used Bellgraphic equipment. This event led Basford's Coaches to purchase second-hand Setright machines which were used with untitled rolls.

Little has been said about Basford's excursion operations, but over the years a successful programme of tours was built up based on the Towcester District. For example, in 1978, between Easter and the end of September day tours were provided on most Sundays to destinations as varied as Llandudno, Blackpool Illuminations, Wye Valley Tour and Sussex Coast Tour. In addition, British and Continental holiday coach tours were offered to the public with such enticing destinations as Oban and Western Highlands (7 days); Koblenz and Rhine Tour (9 days) and Switzerland (9 days).

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## BASFORD'S COACHES



EXCURSIONS & TOURS  
from  
TOWCESTER  
AND DISTRICT  
SUMMER 1978

BASFORD'S  
HOLIDAY COACH TOURS  
TO  
Scotland, Wales  
West Country  
Germany & Switzerland

PLEASE ASK FOR A COPY OF OUR  
1978 PROGRAMME, WHICH GIVES FULL DETAILS

*A facsimile of Basford's 1978  
Excursions & Tours Programme*

acquired an "off-the-shelf" company entitled "Coral Trot Ltd", to purchase the land and buildings from Basford's Coaches Ltd, and later on this company was liquidated and "Basford Trustees" set up to administer the estate.

John Jeffs effectively took control of Basford's Coaches Ltd from 1st April 1979. By Special Resolution of the Company passed on 24th May 1979 the Articles of Association were amended and the authorised Share Capital of £12,000 was divided into 3000 Ordinary Shares of £1 each and 9000 Deferred Ordinary Shares of £1 each. Only the Ordinary Shares attracted income from profits and conferred voting rights to the holders, which meant that Bob, John and June Basford, with Deferred Ordinary Shares,

By the end of 1978, Bob and John Basford felt that the bus and coach industry, in which they had spent all their working lives, had become so regulated and the Drivers' Hours laws so restrictive that the pleasure and satisfaction they once derived from running the Company was no longer attainable. Furthermore, Bob Basford was thinking about retirement and John Basford had been developing other interests in the repair and M.O.T. Testing of private vehicles, so the two brothers decided their best course of action would be to go their own ways and to dispose of the business as a going concern.

In the Spring of 1979 a controlling interest in Basford's Coaches Ltd was sold to John Jeffs, the Helmdon coach operator. Bob and John Basford wished to retain the land and dispose of the vehicles and goodwill of the business only. To achieve this end, the Basford family



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no longer retained any material rights or influence over the Company. The Agreement with Jeffs' specified that Bob and John Basford would remain in the Company's employment for two years and this they did, being removed from the Board on 15th September 1980.

The story of Basford's Coaches Ltd under the Jeffs family ownership will be continued at a later date.

*I am most grateful to Bob, John and June Basford and to Jack Rogers, a long time employee of the coach firm, for their enthusiastic assistance, without which this account and that of NN-BA9 could not have been written.*

BASFORD'S Coaches Ltd., G NORTON

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
NV 9386	Albion	Victor PK115	25016E	Grose	C31F	--	6/37	12/50	7/56	A Basford, Greens Norton	A J Miller (Showman)	1	
CBD 130	Albion	Valkyrie CX13	58002E	1.Plaxton 2.Burlingham Seagull Thurgood	C32F FC35F		-/38 6/54	12/50 -	6/54 12/65	A Basford, Greens Norton	Peterborough Don Everall, Wolverhampton		
BAX 673	Albion	Valkyrie SPW141	44009H	Duple	C20F	4762	11/34	12/50	by9/51	A Basford, Greens Norton	Cook, Bishops Castle	2	
AAD 536	Bedford	WLB	109928	Thurgood	C33F (C35F C32F	433	1/48 by6/56)	12/50	5/61	A Basford, Greens Norton	Stringer, Ampthill		
DRP 901	Albion	Valkyrie CX9	58059J	Massey	C32F		4/35	12/50		A Basford, Greens Norton	/Shanks & McEwan, G'gow Walker, Slaidburn	2	
BU 8600	Leyland	Tiger TS7	5689	Plaxton	FC29F	92	7/49	12/50	by10/59	A Basford, Greens Norton	Johnson, Hanslope		
FBD 448	Seddon	MkIV	3381	Bellhouse Hartwell	C33F		3/50	12/50	6/63	A Basford, Greens Norton	Denton, Holbech St.John (as garden shed)	2	
FNV 541	Albion	Valiant CX39	60314E	Willowbrook	B20F	2737	12/34	3/52	9/52	G L Edwards, Paulerspury	Dismantled		
NV 4727	Dennis	Ace	200375	Duple Vega	C41F	1062/46	3/56	-	3/70	Hamblin's, Rushden	Alpha Coaches, Brighton	2	
NBD 1	Commer	Avenger III	T85A0356	Plaxton Consort II	C41F	602910	2/60	-	1/75	Errington, Evington	Hargreaves, Newbury		
RBD 4	Bedford	SB3	60687	Plaxton Consort IV	C41F	602910	2/60	-	1/75	Errington, Evington	Hargreaves, Newbury	2	
URP 493	Albion	Aberdonian MR11	82530L	Weymann	L27/26R	M3003	11/46	8/60	12/66	Smith, Stratford-on-Avon/ Chesterfield 123	Dismantled at Greens Norton		
JRA 638	Leyland	Titan PD1	460553	Duple Yeoman	C41F	1139/2	9/60	4/61	3/73	Luton Commercial Motors/ Ford Demonstrator	Webster, Pattishall	2	
2128 PU	Ford	570E	510E47696	Plaxton Panorama	C43F	632644	5/63	-	5/78	Yeates, Loughborough	Yeates, Loughborough/ Webster, Pattishall		
999 DNV	Leyland	Leopard L1	611161	Plaxton Panorama	C50F (C52F C41F	652995	6/65 -/66)	-	3/79	Arlington, Potters Bar	Jeffs, Helmdon (Basford's Coaches Ltd)	2	
ERP 434C	Bedford	VAL14	1710	Duple Vega	C41F	1062/75	1/56	2/66	9/71	Don Everall, Wolverhampton/ Moss, Sandown	Berriman, Langtoft		
NDL 21	Commer	Avenger III	T85A0389	Plaxton Panorama I	C52F	672572	5/67	-	3/79	Yeates, Loughborough	Jeffs, Helmdon (Basford's Coaches Ltd)	2	
LRP 1E	Bedford	VAL14	7836640	Willowbrook	DP45F	CF1933	7/69	-	1/76	Yeates, Loughborough	Plant, Gnosall		
TNV 599G	Ford	R192	BC04JJ56233	Plaxton Pan Elite	C49F	693519	6/69	8/70	6/76	London Receiver/ Jones, Deal	Eagle, Bristol	2	
RKP 709G	Bristol	LHL6L	LHL114	Plaxton Pan Elite II	C45F	712368	7/71	-	3/79	Yeates, Loughborough	Jeffs, Helmdon (Basford's Coaches Ltd)		
ARP 2J	Bedford	YRQ	IT487548	Plaxton Elite Exp II	C51F	729775	7/72	-	3/79	Yeates, Loughborough	Jeffs, Helmdon (Basford's Coaches Ltd)	2	
ERK 2K	Leyland	Leopard PSU3B/4R	7201249	Duple Viceroy 37	C53F	240/13	9/71	3/73	3/79	Webster, Pattishall	Jeffs, Helmdon (Basford's Coaches Ltd)		
BNV 750K	Ford	R226	BC04LL51703										

NOTES: 1 - CBD 130 fitted with diesel engine from Albion tank transporter prior to being rebodied.  
2 - BU 8600 last licensed by Shanks & McEwan 11/60.

# Beyond Buses

of  
NORTHAMPTONSHIRE

-----  
 BASFORD'S Coaches Ltd., G NORTON  
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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		Make	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	RNV 2M	Volvo	B58-61	5289	Plaxton Pan Elite III	C53F	7412VC013	5/74	-	3/79	Yeates, Loughborough	Jeffer, Helmdon (Basford's Coaches Ltd)	
	HVV 88N	Volvo	B58-61	6659	Duple Dominant	C53F	575/7108	5/75	-	3/79	Yeates, Loughborough	Jeffer, Helmdon (Basford's Coaches Ltd)	
	MNH 3P	Ford	R1114	BC04RM64896	Duple Dominant	C53F	623/4375	3/76	-	3/79	Yeates, Loughborough	Jeffer, Helmdon (Basford's Coaches Ltd)	
	RNV 3R	Leyland	Leopard PSU5A/4R	7603272	Plaxton Supreme	C53F	7712LCM013	1/77	-	3/79	Yeates, Loughborough	Jeffer, Helmdon (Basford's Coaches Ltd)	
	XNV 219S	Bedford	YMT	GW455533	Plaxton Supreme	C53F	7811TC017	1/78	-	3/79	Yeates, Loughborough	Jeffer, Helmdon (Basford's Coaches Ltd)	

Notes: