

Bygone Buses

of
NORTHAMPTONSHIRE

NN-GO2

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GOODE, Thomas Edmund & MARLOW, Oscar Edwin The Danes and later Rushton Road DESBOROUGH

After the first World War, Thomas Edmund Goode, who prior to the conflict had been apprenticed to the Pytchley Autocar Co Ltd which had a depot in London Road, Kettering, formed a partnership with Oscar Edwin Marlow of Desborough to operate a haulage business based in the latter town. It is understood that Marlow initially had access to more capital than Goode and for about the first year the business traded as Marlow and Goode. The first lorry purchased by the partners was a 30hp Dennis registered NH 2434 on 11th December 1919 and supplied at a total cost of £1,234 - 2 - 6d, by the Pytchley Autocar's Northampton depot. It seems that NH 2434 was used for haulage purposes during the week and then had seats fitted for weekend passenger private hires, many of which involved the transport of local sports teams to away fixtures. Initially the Dennis was garaged in a lean-to building situated at Paddock Lane, Desborough.

Evidently the passenger carrying work undertaken during the first eighteen months or so by Goode and Marlow met with the owners satisfaction as a bright yellow charabanc was purchased in July 1921 based on a Daimler chassis and registered BD 3260 on 26th of the month. As far as is known, Goode & Marlow's business continued with little change for the next few years although a wooden garage situated in Pioneer Avenue, Desborough was brought into use in 1923, pending the acquisition of a permanent site in Rushton Road, Desborough in the following year.

By 1925 the open charabanc was becoming slightly dated for longer-distance runs so Messrs Goode and Marlow invested in a new REO all-weather coach which was duly registered RP 1426 on 6th July 1925. This coach was bought from Allchin & Son of Northampton for £600 and, it is believed, the Dennis BD 3260 was converted into a lorry and used by the firm in this form until the end of March 1934.

It is clear that in 1926 Goode and Marlow, along with certain other small operators, considered running a local bus service between Desborough, Rothwell and Kettering. Correspondence passed between Goode & Marlow and Kettering Urban District Council in July 1926 but nothing appears to have resulted from the initiative.

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.

Goode & Marlow - Desborough



Goode & Marlow's Daimler charabanc BD 3260 photographed at Matlock in 1921 whilst operating a private hire.

In addition to private hires, Goode and Marlow operated a few excursions, largely confined to the annual Boot & Shoe industry summer holiday periods. In this low-key way the firm continued its passenger operations and survived the 1930 Road Traffic Act. In September 1931 Goode and Marlow applied to the Traffic Commissioners for a Road Service Licence to continue the group of excursions they had run during the past year. This group, starting from Station Road, Desborough comprised a day trip to Skegness and two evening tours, one to Rugby and the other to Naseby. These were granted by the Commissioners in December 1931, to operate only during the first couple of weeks in August, with the Skegness tour picking up also at The Bank, Rothwell.

It seems that passenger operations were discontinued in 1933, the last recorded trace being in April of that year. Thereafter Messrs Goode and Marlow continued with the haulage side of their business and, indeed, are still operating at the time of preparation of this paper in February 2003.

Finally, before leaving Goode and Marlow it is interesting to note that in September 1933 the Goodwill of the Northampton to Leicester carrier's service of Messrs Allchin & Son of Northampton was purchased for £200 when Allchins' ceased operations.

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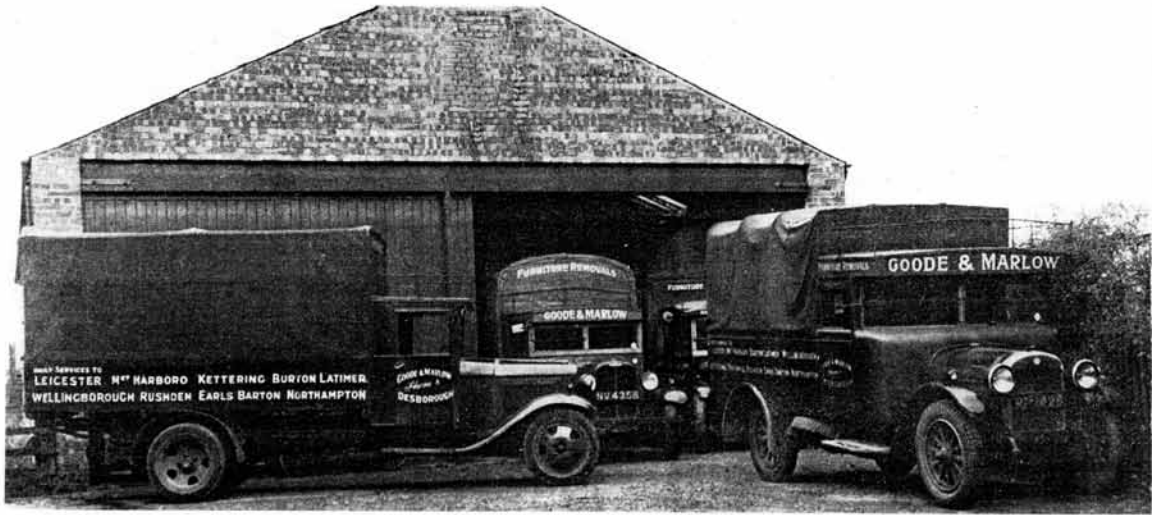
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Goode & Marlow - Desborough

GOODE & MARLOW, GENERAL CARRIERS and FURNITURE REMOVERS

Phone 208 Desborough. Regular and Daily Services to and from— Leicester, Market Harborough, Rothwell, Kettering, Burton Latimer, Rushden, Wellingborough, Earls Barton and Northampton.



PART OF OUR FLEET

Photo: J. W. Barwick, Wellingborough.

Northampton Depot:
"Cross Keys,"
Sheep Street.

RUSHTON ROAD GARAGE, DESBOROUGH
(NORTHANTS.)
ALL GOODS FULLY COVERED BY INSURANCE.

Leicester Depot:
"Blue Boar,"
Southgate Street.

This advertisement, taken from a Northampton County Borough Directory of 1936, shows Goode & Marlow's Rushton Road, Desborough depot and, on the right, REO - RP 1426 - after conversion from an all-weather coach to a lorry.

August Bank Holiday.

CHARABANC TRIP TO
SKEGNESS,
SATURDAY, AUGUST 4th.
RETURN SATURDAY, AUGUST 11th.

BOOK NOW. 16 Seats available.
RETURN FARE 20/-.

MARLOW & GOODE,
Desborough.

'Phone 8.

WE HAVE A FEW SEATS LEFT IN OUR
ALL-WEATHER MOTOR COACH FOR

BOURNEMOUTH
On Whit-Saturday, May 26th,

Return Saturday, June 2nd.

ALSO FOR

SATURDAY, Aug. 4th,

Return Monday, August 13th.

Book Seats at Goode and Marlow's Garage,
Desborough. 'Phone 8.

Examples of Goode and Marlow's excursion advertisements. The left hand one dates from July 1923 and is unusual in showing Marlow & Goode at this date. The right hand advert dates from May 1928.

Goode & Marlow - Desborough

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Notes
							New	S/H	W/D			
NH 2434	Dennis	30hp	?	?	Lorry/ Bus		12/19	—	c 7/21	Supp. Pytchley Autocar, N'pton	—	1
BD 3260	Daimler		1795		CH22		7/21	—	c 7/25	—	No further owner	2
RP 1426	REO		119977		AW20?		7/25	—	c 4/33	Supp. Allchin, Northampton		3
Possible Vehicles												
BD 6576	Dennis		11578		Lorry		-/18	5/22	12/33	War Departm't	Broken Up	4
BD 1832	Ford	T	4394099		Van/ B14		-/19?		by 9/27		J Roberts, Mold	5

Notes: 1 - Continued as a lorry until 12/33. 2 - Converted to a lorry, probably c 7/25 and operated until 3/34.
 3 - Converted to a lorry, probably c4/33 and operated until 12/36. 4 - Previously in Government use. Engine dated from 1918.
 5 - Registered to Charles Edgar Marlow, Market Hill, Rothwell and may have no connection with Messrs Goode & Marlow.