

FRISBY, Walter George

Gate Lane

BROUGHTON

Surprisingly little is known of Walter George Frisby who is said to have started running a bus between Broughton and Kettering in November 1921 with a second-hand model T Ford registered BD 484, known to Broughton people as the "flying hen coop". Less than a year later Frisby bought a fourteen-seater Studebaker which was registered BD 3294 on 9th February 1923. For reasons that are unknown this bus enjoyed but a short life and was last licensed to Frisby in December of the year in which it was new - i.e. 1923 and had no further owner. Possibly a fire or accident destroyed this vehicle?

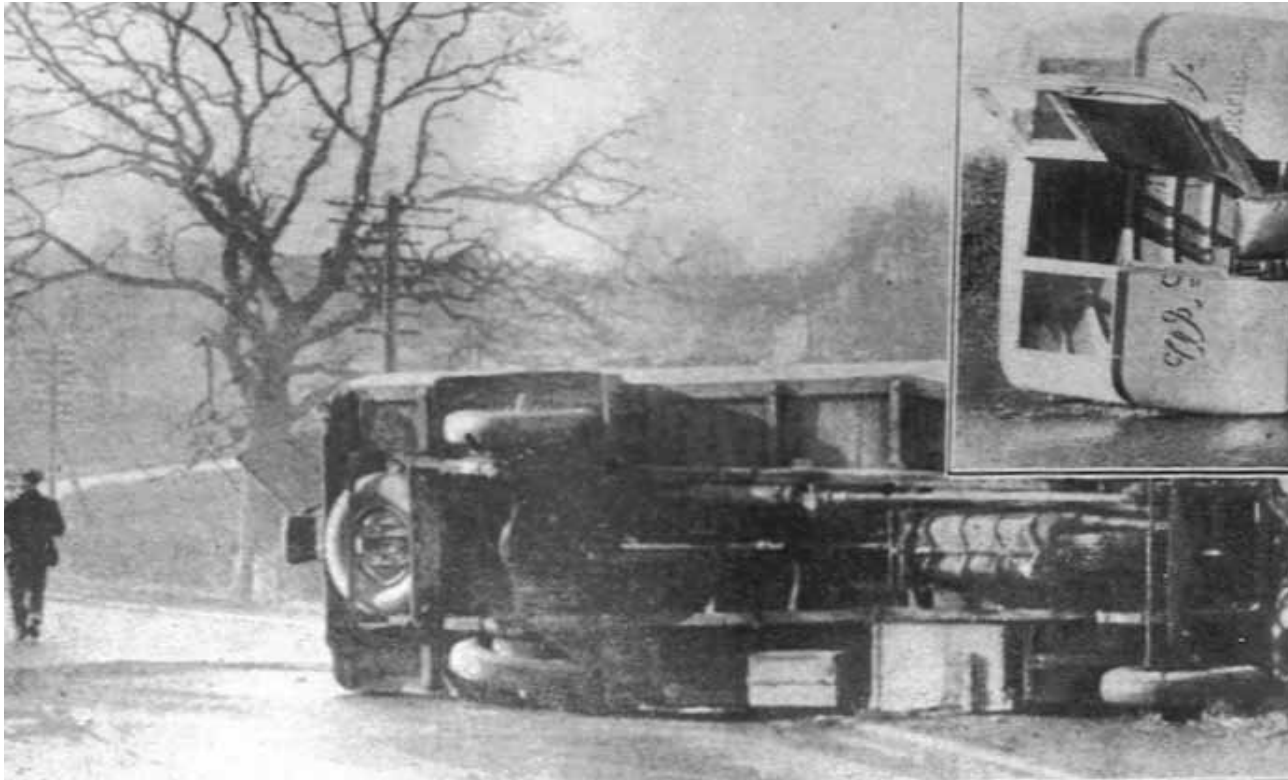
Presumably George Frisby replaced the Studebaker with another bus but the identity of such a replacement has not been discovered. Frisby's next new bus was bought in 1925 when a blue twenty-seat REO was acquired and registered RP 1679 on 28th August. Soon afterwards a REO Pullman joined the fleet on 30th January 1926 when RP 2048 was registered. This latter vehicle seems to have been ill-fated as on Monday 31st January 1927 the bus turned over near to Cransley Furnaces, on its way from Broughton to Kettering. The Kettering Leader of 4th February 1927 records that at "About 7.5am a bus belonging to Mr G Frisby, of Broughton, was conveying about twenty workpeople into Kettering when the passengers had a nerve-racking experience, for the vehicle suddenly turned completely round and then tipped right over on its left side. It was remarkable that the passengers did not receive more serious injuries than they did, only one being treated as a hospital patient.

It appears that the driver of the vehicle, Mr W Joyce, of Broughton, discovered that the accelerator was stuck, and when he applied his brakes on getting over the brow of the hill at the spot in question, the bus turned over, probably on account of the slippery surface of the road.

Naturally the passengers in the overturned bus had a severe shock, and the women in particular were terrified by the occurrence. Many screamed out in their fright, and a number of them fainted. Fortunately for all the passengers, the driver had the presence of mind to open at once an emergency door, with the result that the people scrambled out or were extricated from the damaged vehicle. The men passengers went to the help of the women, and in a short time all had escaped from their perilous position.

FRISBY, W. G. - BROUGHTON

It is stated that the previous night the rear axle of the same vehicle broke, about 150 yards away from the scene of the accident, but that this fault had been remedied, and the 'bus was in perfect working order when placed on the road next day."



Views of REO Pullman RP 2048 taken from unusual angles after it "turned turtle" near to Cransley Furnaces in January 1927. (Photo courtesy Kettering Leader)

George Frisby had RP 2048 repaired after its accident and it remained operational for the rest of the time he was in business as a bus proprietor. His final intake was a further REO Pullman which seated twenty-six passengers, being registered RP 4612 on 1st July 1927. It is understood that this vehicle was painted in a yellowish-green livery.

In addition to running from Broughton to Kettering, Frisby at one time ran from Broughton to Cransley and, no doubt, the two routes were linked for though operation during the period when both services ran. It is also known that parcels were carried on Frisby's buses.

Following the 1930 Road Traffic Act becoming law, George Frisby applied to the Traffic Commissioners in September 1931 for a licence to continue his stage-carriage service between Broughton and Kettering. However, prior to such a licence being granted Frisby entered into an agreement with United Counties Omnibus & Road Transport Co Ltd for the latter to purchase the Goodwill of his service for the sum of £900. At that stage Frisby's REO Pullman RP 2048 was included in the deal but there is no trace of United Counties having actually acquired this bus. In due course, however, it was sold by either

Bygone Buses

of
NORTHAMPTONSHIRE

NN-FR2

Page 3

FRISBY. W. G. - BROUGHTON

Frisby or United Counties to Pecks' Road Transport & Motor Services of Rushden and used thereafter as a van. Because of the agreement with United Counties, Frisby withdraw his application to the Traffic Commissioners for a Road Service Licence in November 1931 and United Counties duly amended its Kettering to Northampton service to cater for Frisby's former passengers with effect from 16th November 1931.

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Notes
							New	S/H	W/D			
BD 484	Ford	T	5405125		B14F		-/19?	11/21	?	?	?	1
BD 3294	Studebaker	W	452419		B14F		3/16	by 2/23	12/23	—	No further owner	2
?	?						c12/23					3
RP 1679	REO	Sprinter	120490		B20		8/25	—	11/31	—	?	
RP 2048	REO	Pullman	1837		B24		1/26	—	11/31	—	Pecks, Rushden	4
RP 4612	REO	Pullman	W3262		B26		7/27	—	11/31	Supp. Butterworth & Ward, Br'ton	No further owner	

- Notes:**
- 1 - BD 484 was last licensed to A Wardle & Sons Ltd., Kettering and last licensed 7/30.
 - 2 - The chassis number shown for BD 3294 may in fact be its engine number. It was originally a car.
 - 3 - It is presumed Frisby purchased a bus at this time to replace BD 3294.
 - 4 - RP 2048 was last licensed as a tilt van to Pecks' Road Transport & Motor Services, Rushden and last licensed 6/33.