

BASFORD. Arthur **School Lane,** **GREENS NORTON**

When tracing the evolution of the early motor bus operators, it is frequently found that carriers' carts feature somewhere in the family histories. The story with which this paper is concerned relates to Arthur Basford of Greens Norton, near Towcester and it seems that Arthur's maternal grandmother – Phoebe Smart – inaugurated a carrier's service from the above village to Northampton in the middle of the nineteenth century. However, all the evidence suggests that the service lapsed when Phoebe Smart died.

Arthur Basford was in fact born on 21st December 1891 and after leaving school in about 1903, was apprenticed in the shoe trade. A couple of years later he joined Messrs Grose Ltd of Northampton where he trained as a motor mechanic and this experience was to prove invaluable to him in later life. Shortly prior to the first World War, Arthur Basford enrolled in the Militia but during the conflict he spent most of his time in the Royal Medical Corps, serving in France, Belgium and Italy, driving ambulances.

In 1919 Arthur Basford was demobilised and returned to Greens Norton where he resurrected the carrier's service first started by his grandmother. He bought a horse and cart and rented a field in which he grazed and stabled his horse, and he also reared chickens. Having resettled at Greens Norton, Arthur Basford quickly married Annie Rebecca Isabella Adams and the couple raised four children. The eldest was Edna Louise who was born in 1920 and was to be followed a year later by Edgar Arthur, always known as Bob. Ten years later, twins John and June were born.

Arthur and Annie Basford lived at School Lane, Greens Norton, a property which comprised two cottages and a workshop area. Arthur's carriers service ran from Greens Norton via Towcester and the main road to Northampton where it terminated at the yard of the Woolpack Inn in Bridge Street. It ran only on Wednesdays and Saturdays and earned insufficient income to support the Basford family. As a result, Arthur supplemented his income by making and repairing shoes – activities he continued for many years. The shoemaking was carried out in the second of the two cottages shown in the picture overleaf and the large black doors on the extreme left of the photograph show where Arthur Basford garaged his carriers cart and later his buses.

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School Lane, Greens Norton was the home of Arthur Basford. The property is the building on the left of the scene, sporting a corrugated-iron clad roof. The petrol pump is just visible to the right of the main garage door.

In December 1919 it was clear to Arthur Basford that he would either have to give up his carrier's service or mechanise it. He adopted the latter course of action and bought a second-hand model T Ford lorry. The body, apart from the cab, was stripped from the chassis and with the aid of Arthur's uncle – Johnny Smart – an enclosed body was built to fit onto the Ford chassis. Six passengers could be accommodated on wooden forms placed longitudinally on each side of the body and, following the then common practise, passenger ingress and egress was via a central rear door which necessitated the use of a ladder. In addition to the twelve seated inside the bus, another two passengers were permitted to ride alongside the driver.

With his newly acquired Ford T, Arthur Basford operated a public bus service from Greens Norton via Towcester and Blisworth to Northampton, Woolpack Inn on Wednesdays and Saturdays, just as the carrier's service had done previously. On other days he operated any private hires that he could but otherwise filled his time with his cobbling duties. However, the Ford T was not the success that Arthur had hoped as it was grossly underpowered for the job it was expected to do. With anything approaching a full load it was incapable of climbing the hills *en route* to Northampton. Arthur Basford would have liked to replace the Ford earlier but money was scarce and he had to wait a year or two before he could buy a more powerful second-hand chain-driven Daimler. Like its predecessor, the Daimler was basically a lorry but it was fitted with a wooden-roofed detachable covered body, again with rear entrance and ladder, and seating fourteen passengers in the style of the Ford. The detachable part of the body was built by Albert Booth, the Greens Norton village wheelwright and carpenter, and the structure was located on the lorry body by four wooden pegs which slotted into corresponding holes.

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Evidently the Daimler was a better proposition than the Ford and it provided Arthur Basford's motive power for the next two years, until 1925, by which time lorry-based passenger transport was starting to become a little dated and the source of some public criticism. At this time Arthur Basford invested in a second-hand Talbot which had started life as an ambulance and Arthur had a twenty-seat bus body made and fitted on the chassis by the Northampton coachbuilder, Ben Hasker.



Arthur Basford stands in front of his Talbot on Northampton's Market Square

From the commencement of the carrier's service early in 1919, including its motorisation in December of that year, the conveyance of freight formed the bulk of Arthur Basford's business and the carriage of parcels and newspapers remained an important aspect of the operations right up until the second World War. Many consignments of merchandise were sent from Northampton to the large houses at Greens Norton, such as Falcon Manor, Greens Norton Court and Greens Norton Hall. From time to time a local farmer would send a calf from Greens Norton to Northampton Cattle Market using Basford's buses. He would bring the calf down to the bus in a large sack and perched on a wheelbarrow. It would then be stowed on board at the back of the bus and the driver would continue to the Cattle Market in Northampton after dropping off his other passengers at the Woolpack Inn. Occasionally pigs would be sent in similar fashion and the passengers didn't seem to mind, although by the late 1920s. there was growing public concern over matters of health and hygiene.

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A side view of the Hasker bodied Talbot, circa 1928, with Arthur and Annie Basford and their children Edna and Bob.

A second bus was added to the fleet, probably in May 1927, as Arthur Basford was granted a Hackney Carriage Licence by Northampton Borough Council Watch Committee for a 14-seater at this time. The chosen vehicle was a fourteen seater Ford T registered RP 3342, which had been new to A J Evitts of Yelvertoft on 6th October 1926. Arthur Basford acquired it from the Rugby Autocar Company, who were Ford Agents, and retained it for about two years, not re-licensing it after the end of June 1929.

There was in the area another operator, known as Charlie Chinn, who provided a service from Towcester via the A5 to Pury End and then proceeding via Paulerspury, Heathencote, Shutlanger and Blisworth to Northampton, Cattle Market Road. Charlie Chinn's service became so erratic that his clientele could not rely on the operation and this state of affairs led to Chinn's patrons asking Arthur Basford to provide alternative facilities. It is not clear precisely when Arthur Basford first started running from Greens Norton via Towcester, Pury End and Chinn's old route to Northampton but the last recorded Hackney Carriage licence issued to Chinn by the Northampton Council expired on 25th March 1929 and it may have been about this time that Arthur Basford took over. It is also uncertain whether Arthur actually bought the goodwill of Chinn's business but it is believed he took over a G.M.C. bus which Chinn previously operated although it is unlikely this was in sufficiently good condition to have remained with Basford's for very long.

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In fact Arthur Basford bought his first brand new bus in January 1930 and in all probability this was acquired for use on the new service. It was a Morris Commercial supplied by the Derngate Motor Company of Northampton and to which a twenty-seater body manufactured by the Kettering firm of Blanchflower was fitted. The resulting vehicle was registered RP 8344 on 20th January 1930 and it gave five years of reliable service.

In 1931, when Arthur and Annie Basford were planning to increase their family and the fleet of buses had grown to three, they required a larger house and operating base. The family proceeded to move from School Lane to premises known as "The Rest". This was rented accommodation, the house belonging to one of the Smart family. To the left of "The Rest" the local village builder and carpenter – Albert Booth – was commissioned to construct a garage, which incorporated a pit and workbench. At night one bus was parked over the pit within the garage and two more were parked outside. The remainder of the fleet, when it exceeded three vehicles, was parked on the Village Green which Arthur Basford bought from the Duke of Grafton's Estate at about the same time that he moved to "The Rest".



An early photograph of "The Rest" in Bradden Road, Greens Norton. The garage was built to the left of the property.

Arthur Basford was able to afford another new bus in 1931 and this time he bought a Commer Invader to which Ben Hasker fitted one of his twenty-seat bus bodies. The vehicle, supplied by Grose Ltd of Northampton, was registered RP 9906 on 2nd April 1931 and it is believed that it replaced the Talbot bought six years earlier.

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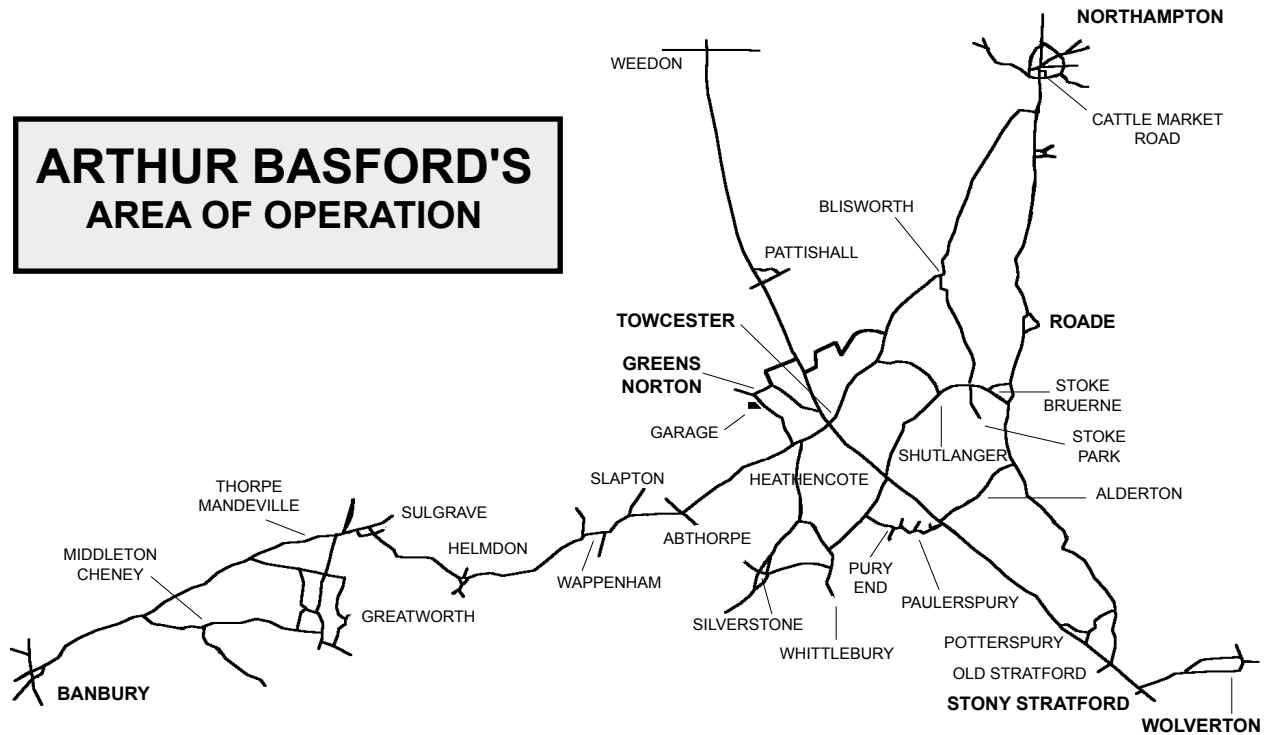
This photograph shows the rear of Arthur Basford's Commer Invader – RP 9906. Arthur Basford stands to the right of the picture and Arthur Payne (village gardener) stands to the left.

Following the introduction of the Road Traffic Act of 1930, Arthur Basford applied to the Traffic Commissioners, in April 1931, to continue without modification the three local services which he was operating at this time. The routes were Paulerspury via Shutlanger and Blisworth to Northampton; Greens Norton via Towcester and Blisworth to Northampton and Greens Norton via Towcester, Paulerspury, Potterspury and Stony Stratford to Wolverton. All three licences were granted in July 1931 and the Wolverton service, which operated on Fridays and Sundays, had probably been commenced in 1929. By October 1931 Arthur Basford was making application for an Excursions and Tours licence starting from Greens Norton and picking up at Towcester, Paulerspury and Shutlanger. This application, too, was subsequently granted. Another service was operated in the late 1920s but did not survive into the 1930s and this was a route from Greens Norton via Abthorpe, Wappenham, Helmdon, Sulgrave and Thorpe Mandeville to Banbury. This route ran on Thursday mornings to Banbury after which a lunch time short trip to Greatworth was operated prior to a return journey from Banbury to Greens Norton during the afternoon. The service did not pay and Basford's withdrew the route after about two years. It is probable that Arthur Basford commenced this operation after Cyril Archer of Greatworth ceased trading in 1928.

Arthur Basford felt sufficiently confident about his business to be able to purchase a second brand new bus in 1931 and, on 1st August of that year, NV 549 was registered. This was an A.J.S. Pilot which was supplied by, and fitted with, a body built by Messrs

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**ARTHUR BASFORD'S
AREA OF OPERATION**



Petty Bros of Hitchin. Soon after acquiring this vehicle it seems that A.J.S. suffered a fire at their Wolverhampton factory and Messrs Darby's Garage of Towcester drew the attention of Arthur Basford to the fact that a damaged A.J.S. chassis could be obtained cheaply, which would form a good source of spares for the Pilot he already had. On the strength of this advice Arthur bought the chassis but already many of the most useful parts had been stripped from it.

In the mid 1930s, a second-hand Bean was operated for a period but details of this vehicle have been lost in time. However, around March 1935 a second-hand G.M.C. T30 was bought from Messrs Woodward of Barwell, registered UT 5213, but this operated only for a matter of nine months after which time it was scrapped. This G.M.C. vehicle was acquired to replace the Morris-Commercial RP 8344 which, apparently, although reliable was a particularly slow vehicle.

By 1937 Arthur Basford was again in the market for a new coach and on 7th June of that year he took delivery of a handsome Albion Victor, supplied by Messrs Grose Ltd of Northampton and fitted with one of that Company's thirty-one seat coach bodies. The vehicle in question was registered NV 9386 and was unusual in having a huge hinged panel that extended from a point ahead of the passenger door to the mid-point of the front mudguard and must have been subjected to considerable strain from wind pressure when the vehicle was in motion. The Albion – NV 9386 – was Basford's first example of this chassis manufacturer's products in what was destined to be a long association with this Scottish builder.

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The Petty bodied A.J.S. Pilot was photographed at Greens Norton village green with driver Joe Thornycroft standing in front of NV 549.



The rear end of A.J.S. Pilot – NV 549 – can be seen in this view, with the front end of RP 9906, a Commer Invader with Hasker bodywork. Driver Jack Rogers is sandwiched between the two.

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The elegant Grose bodied Albion Victor – NV 9386 – which became the flagship of the Basford fleet in 1937.



An interior view of the Grose bodied Albion Victor - NV 9386.

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In April 1938 Arthur Basford applied to the Traffic Commissioners for a new stage-carriage service licence to operate between Greens Norton, Towcester, Paulerspury, Heathencote, Shutlanger, Blisworth and Northampton and this was granted. The timetables following the above application were much as shown below and it will be seen that services terminated at the Corporation Car Park in Bridge Street, Northampton. Although not mentioned on the timetable, workmen's journeys continued to points beyond the Town Centre to serve various shoe factories in Northampton.

Following the outbreak of the second World War, the opportunity to run excursions, tours and private hire quickly diminished. In the Spring of 1940 Arthur Basford

TRAVEL DIRECT BETWEEN TOWCESTER & NORTHAMPTON by A. BASFORD'S BUS SERVICE.

Direct Buses are marked "D"

Starting from "Wheatsheaf," Towcester and Corporation Car Park, Bridge Street, Northampton.

Wednesday Service.

Saturday Service.

	a.m. D	a.m.	p.m. D	p.m.	p.m. D	p.m.	a.m. D	a.m.	a.m. D	p.m. D	p.m.	p.m. D	p.m.	p.m. D	p.m.	p.m. D	p.m. D	p.m.	
Greens Norton dep.	9.0	10.10	1.30	...	5.0	8.45	9.0	10.15	10.10	1.30	...	3.15	...	5.15	...	7.10	10.0	...	
Towcester	9.7	10.20	1.37	...	5.7	8.52	9.7	10.22	10.15	1.37	...	3.22	...	5.22	...	7.17	10.7	...	
Paulerspury	...	10.25	...	1.30	4.0	...	9.0	...	10.25	...	1.30	...	4.0	...	7.0	...	10.15	...	
Shutlanger	...	10.35	...	1.40	4.15	...	9.20	...	10.35	...	1.40	...	4.15	...	7.15	...	10.25	...	
Blisworth	9.20	10.45	1.50	1.55	4.35	5.20	9.27	9.20	10.32	10.45	1.50	1.55	3.32	4.25	5.32	7.20	7.30	10.20	10.35
Northampton arrive	9.30	11.5	2.0	2.5	4.45	5.30	9.40	9.30	10.45	11.5	2.0	2.5	3.45	4.45	5.45	7.40	10.30	10.50	...

	p.m.	p.m. D	p.m.	p.m. D	p.m.	p.m. D	a.m. D	p.m.	p.m. D	p.m. D	p.m.	p.m. D	p.m.	p.m. D	p.m. D	p.m.	p.m. D	p.m.	
Northampton dep.	12.30	12.30	3.0	4.0	6.0	6.0	10.0	9.40	12.15	12.15	2.30	3.0	4.0	6.0	6.15	8.45	8.45	11.0	11.0
Blisworth	12.40	12.40	3.15	4.10	6.10	6.15	10.10	9.50	12.25	12.25	2.40	3.15	4.10	6.15	6.25	8.55	9.0	11.10	11.15
Shutlanger	12.50	...	3.30	...	6.22	10.30	...	12.35	...	...	3.30	...	6.22	...	...	9.10	...	11.25	...
Paulerspury	1.0	...	3.45	...	6.32	10.40	...	12.50	...	...	3.45	...	6.32	...	...	9.30	...	11.35	...
Towcester	...	12.52	...	4.22	6.22	6.50	10.50	10.0	...	12.35	2.52	...	4.22	...	6.37	9.7	...	11.22	11.45
Greens Norton arr.	...	1.0	...	4.30	6.10	7.0	11.0	10.5	...	12.45	3.0	...	4.30	...	6.45	9.15	...	11.30	11.55

Fridays

Sundays

Fridays

Sundays

	a.m.	p.m.	a.m.	p.m. D	p.m.	p.m.	p.m. D		p.m.	p.m.	a.m.	p.m. D	p.m.	p.m.	p.m. D	p.m.	
Greens Norton dep.	10.0	...	10.30	1.15	1.45	7.0	8.40	9.0	12.15	3.15	11.45	...	...	7.55	...	...
Towcester	10.10	1.15	10.45	1.22	1.57	7.10	8.47	9.7	...	...	...	2.40	2.40	...	9.45	10.0
Paulerspury	10.20	1.25	10.55	...	...	7.20	9.0	...	...	...	2.50	2.50	...	9.55	10.15	...
Potterspury	10.30	1.35	11.5	...	...	7.30	...	...	12.20	3.20	11.50	...	...	8.5	...	...
Shutlanger	...	...	...	...	2.10	...	9.15	...	...	...	...	...	2.57	...	10.22	...
Stony Stratford	10.37	1.42	11.12	...	...	7.37	...	...	12.30	3.30	12.0	...	...	8.15	...	...
Blisworth	1.30	2.20	...	9.25	9.15	12.40	3.40	12.10	3.15	8.25	...	10.30
Northampton arr.	...	...	...	1.45	2.30	...	9.40	9.30	12.50	3.50	12.15	3.0	3.22	8.30	10.5	10.40
Wolverton arr.	10.45	1.50	11.30	...	...	7.45	...	...	...	3.55	12.20	3.10	3.30	8.40	10.15	10.50

DAILY WORKMEN'S BUSES

Depart Greens Norton 6-10 a.m. & 5-0 p.m. ; Towcester 6-20 a.m. & 5-10 p.m. for Northampton
.. Northampton 7-30 a.m. & 6-0 p.m.

Coaches for Private Hire

Phone Towcester 93

Proprietor—A. Basford, Greens Norton

Victory Press, Oakwood Rd., Northampton

Basford's timetable circa 1939.

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disposed of his Commer Invader – RP 9906 and A.J.S. Pilot – NV 549. The Commer was delicensed and dismantled at Greens Norton whilst the A.J.S. was sold for further use. At roughly the same time an Albion Victor registered UD 7398 was purchased direct from Messrs Worth's of Enstone. As the War progressed, Arthur Basford found he gained more and more opportunities for profitable contract bus operation. Amongst work allocated to Basford's Coaches were contracts to convey building and construction workers engaged in the building of aerodromes at Chipping Warden, which was used by the R.A.F. bomber training unit between 1941 and 1945; Silverstone, also used by the R.A.F. bomber training unit between 1943 and 1945; and Bicester. Additionally, Prisoners of War were taken daily from Boughton Camp to work on local farms. Extra rolling stock had to be acquired during 1940/1 to convey these workers and the following second-hand machines were bought:

UV 4215 - T.S.M. B10A
RA 8698 - T.S.M. B10A
MS 8434 - Leyland Tiger TS1

All were acquired from Major Allday's Horton Motor Works, near Northampton, an establishment where Major Allday traded in the purchase, sale and repair of second-hand buses and coaches.

Arthur Basford was awarded Defence Permits to operate a service from Towcester via A5 to the Army Ordnance Depot at Weedon. After the War a Road Service Licence was gained for this route and it continued to operate into the early 1960s, the licence not being renewed after expiry in December 1962. Another Defence Permit was issued to allow Arthur Basford to provide what was known as a "Liberty Special", which was a bus service to convey airmen from Silverstone Aerodrome to Northampton Rail Stations on Friday evenings and return on Sunday evenings. Although the service was arranged by the Silverstone Camp the only revenue received by Basford's for the operation was from fares collected on the buses, on which 1/-d (5p) return tickets were issued. Similar operations were provided from Whitchurch Camp near Aylesbury to and from Northampton Station. A further defence permit was secured to provide an express service to convey work people from Whittlebury to Towcester and this operation, too, continued into the 1950s. Other Wartime activities included the provision of Saturday night cinema buses to take men of the King's Royal Rifles stationed at Stoke Park, near Stoke Bruerne, to Towcester cinema.

The work being operated by Arthur Basford during the War led to the Ministry of Supply allocating a Bedford OWB with Mulliner utility thirty-two seat bus body to Basford in January 1943. This vehicle was registered BRP 960 on 22nd January and was to prove most useful during and after the War. Soon after delivery the seating capacity was reduced to thirty. Eight months later, in September 1943, the military authorities released a Mulliner bodied Albion Valkyrie, registered BAX 673, to Arthur Basford for his contract work. This vehicle was collected from an Army Depot in Oxfordshire and was destined to serve Basford's well for a number of years.

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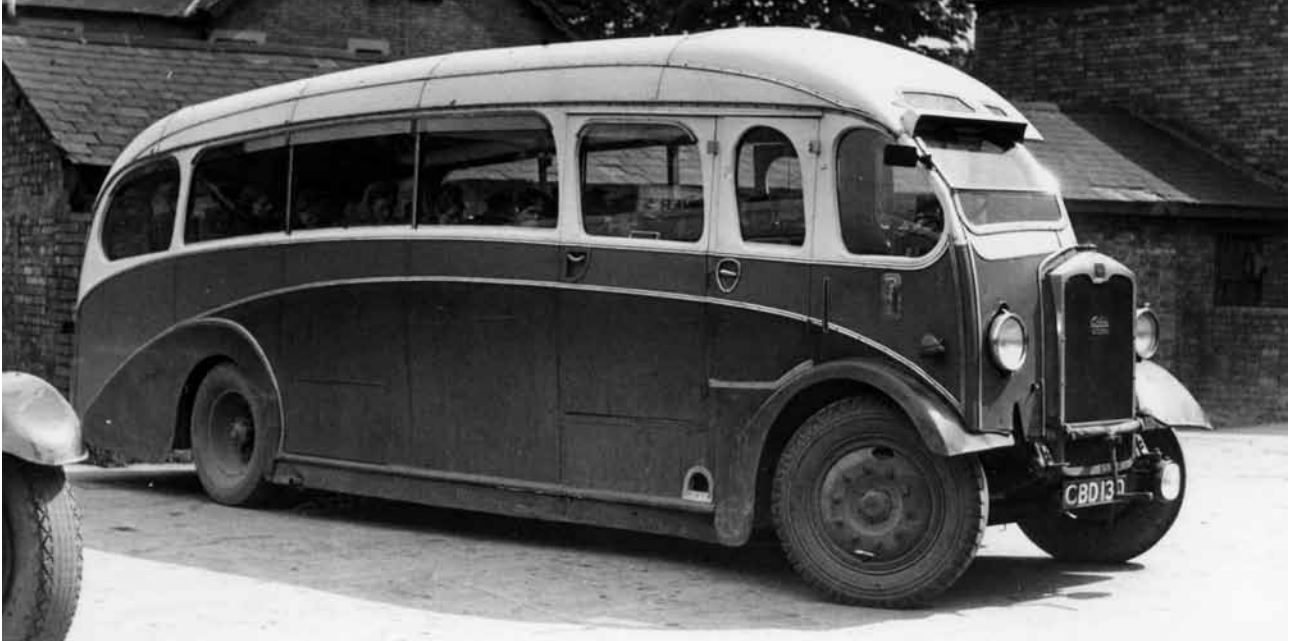
The only photograph to come to light of Bedford OWB - BRP 960 - is this frontal view, but the angular lines of the utility bodywork can be seen.

In late September 1943 the War Department released an Albion Valkyrie to Arthur Basford. The vehicle in question had been new in 1938 and later commandeered by the Military Authorities. For some reason its registration number appears to have been lost, the bus was not used by the Army and it had languished at a camp in South Wales. It was equipped with a 6-cylinder petrol engine and carried a Plaxton thirty-two seater body, although the seating from one side of the vehicle was missing completely when it passed to Arthur Basford. It was registered CBD 130 on 1st October 1943 after Arthur Basford had engaged a Northampton firm to make replacement seats for those missing.

Another three second-hand buses and coaches were taken into stock by Arthur Basford in 1943/4 and these were:-

SC 2039 - Albion PM28/Cowieson - B32R
AAD 536 - Bedford WLB/Duple - C20F
KP 3032 - T.S.M. B9A/Beadle - B31

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Arthur Basford's Albion Valkyre acquired during the War and registered CBD 130 in October 1943. The vehicle dates from 1938, has a Plaxton body and was photographed in the yard of the Plough Hotel, Northampton circa 1949.

(Photo courtesy of the Omnibus Society)

SC 2039 was acquired from Horton Motor Works and was not in very good condition. Arthur Basford bought a second-hand Albion ambulance and transferred its engine to SC 2039 to keep it going. In fact another complete Albion vehicle was acquired that once operated for A1 Services in Scotland and this was used for spares for the other Albions in the fleet. KP 3032 came to Basford's via the War Department whilst the previous owner of AAD 536 was Silvey of Epney, but it is not known whether it reached Arthur Basford direct or via the War Department



Bedford WLB – AAD 536 – with its Duple coach body can be seen here in the charge of driver Jack Rogers.

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It is appropriate at this point to return to Arthur Basford's family and it will be recalled that Arthur and Annie had four children who, in order of age, were Edna, Bob, John and June. On leaving school, Edna took up full time employment away from the family business but nevertheless, on a part-time basis, provided clerical support for Arthur Basford's operations. Bob Basford left school in 1937 and joined his father, performing general garage work until 1939 when he joined the R.A.F. and trained as an aircraft mechanic. Upon demobilisation in March 1946, Bob Basford returned to the family business, assisting his father. Of the twins John and June Basford, only John followed his elder brother into coaching and bus work after leaving school and he, too, joined the R.A.F. when it was time for him to undertake his National service in September 1949. John also trained as a mechanic, an occupation that suited him well and stood him in good stead to take on the responsibility for the maintenance of the coach and bus fleet, on his return to civilian life and the family business in September 1951.

After the War, private hire work increased dramatically as more and more people were able to take advantage of relaxations in conditions and get away on day excursions to the seaside, inland attractions or even on holiday. Again the need to acquire larger operating premises arose and for some years Arthur Basford had his eye on property known as "The Dingle". The opportunity arose in 1947 for Arthur Basford to buy "The Dingle" and the family once more moved home. All three properties occupied by the Basford's were within a stone's throw of one another. "The Dingle" comprised a dwelling house, a useful single-storey block of stable buildings and a spacious area of land, so much so that Arthur Basford was able to donate the Village Green to the Parish Council. A couple of years later, in 1949, a large garage building was erected on the site. The steel work was put in situ by Messrs Mathieson, Huxley & Watson of Coventry and the brickwork was undertaken by Messrs Grunden's of Greens Norton.



The Village Green at Greens Norton on which Arthur Basford parked a number of his coaches and performed some of the maintenance work.

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After the War the remainder of the worn-out vehicles acquired for contract work were phased out of service and the opportunity was taken to improve some of the other rolling stock. The utility Bedford single-deck, which had slatted wooden seats and a single-skin roof on which condensation collected liberally, had inner panels fitted by Basford's and upholstered seats for twenty-eight passengers installed. Basford's original Albion Victor – NV 9386 – was despatched to the Grose Works at Northampton, soon after the War, where the body was completely overhauled and reconditioned. Its decorative panel that acted as a wind trap was removed at this time. Albion Valkyrie BAX 673, which had a petrol engine, was sent to the Albion Depot at Willesden and re-engined with a diesel unit and fitted with a booster gearbox just prior to it being forwarded to Messrs Thurgood of Ware, early in 1949, when it was rebodied with thirty-three seat coachwork.



An aerial view of "The Dingle" and garage site. The main garage can be seen in the centre of the picture and "The Dingle" is the house on the right of the entrance to the property. The former stable block can be seen to the left of the site. In 1947, Bob Basford had a bungalow built and this is at the rear of the three buses parked adjacent to one another. In 1976, John Basford also had a bungalow built on the site and this can be seen just to the right of the rear corner of the garage.

New vehicles were not easy to obtain immediately after the War but Arthur Basford succeeded in purchasing an Albion Valkyrie to which a Thurgood thirty-three seat coach body was fitted. This coach was registered DRP 901 on 1st January 1948 and very elegant it looked too in Basford's red, maroon and cream livery.

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In December 1949, Arthur Basford took into stock a second-hand Leyland Tiger TS7 which also carried a secondhand Massey thirty-two seat coach body. It was registered BU 8600 and was bought from Major Allday's Horton Motor Works.

The years 1949 and 1950 saw the arrival of one new vehicle in each year. The model chosen for 1949 was a MkIV Seddon which carried a Plaxton fully-fronted coach body seating twenty-nine passengers. It was registered FBD 448 on 21st July 1949 and was joined in the fleet by FNV 541 on 24th March 1950. This latter vehicle was an Albion Valkyrie which was fitted with a Bellhouse-Hartwell thirty-three seat body. In the Basford fleet the two new vehicles replaced the utility bodied Bedford OWB registered BRP 960 and the veteran Albion UD 7398.



*Albion Valkyrie
BAX 673 photographed
subsequent to its
fitment with a new
Thurgood body in 1949.
(Photo courtesy
R Marshall)*

*Thurgood bodied
Albion Valkyrie
DRP 901 photographed
at the Gas Street,
Northampton terminus
of the Greens Norton
local service in the
1950s.*

*(Photo courtesy
R Marshall)*



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BU 8600 was a Leyland Tiger TS7 which carried a second-hand Massey body. It was photographed at the Plough hotel Yard in Northampton. (Photo courtesy R Marshall)



The fully-fronted Plaxton body fitted to Seddon FBD 448 was refreshingly different to the standard half-cab bodywork that was more general in the late 1940s.

(Photo R Marshall)

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Bellhouse-Hartwell bodies were noted for their flamboyance but that fitted to Albion Valkyrie FNV 541 was quite reserved in design. (Photo courtesy Mike Sutcliffe)

In the post-War period the stage carriage services provided by Arthur Basford continued virtually unchanged from the pre-War operations apart from the extension of one or two journeys from Greens Norton to Bradden. Bell Punch composite tickets printed on block B2568 were widely used by Arthur Basford although his ticket punches were by Williamson. Similar stock Williamson composites were also used when the titled Bell Punch versions ran out and occasionally the odd Bell Punch stock ticket found its way into the system.



Ticket A0000 was a Bell Punch composite printed black on orange with a green 5d overprint.

A typical Wartime propaganda message appearing on the reverse of Basford's tickets was "Important. Salvage Saves Lives as well as paper". Bell Punch block A0913.

By 1950 Arthur Basford thought it appropriate to continue his bus and coach operating business as a limited company and, accordingly, "Basford's Coaches Ltd" was incorporated on 6th December 1950. The story of this new Company is continued in paper NN-BA9A.

Beyond Buses

NORTHAMPTONSHIRE
of
BASFORD ARTHUR - GREENS NORTON

NN-BA9
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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			
LW 6896		Ford	T		Smart	B14R	-	5/19	12/19	c-/23			
?		Daimler			Booth	B14R	-	?	c-/23	c-/25			
?		Talbot			Hasker	B20F	-	?	c-/25	c4/31			
RP 3342		Ford	T	13794776		B14F		10/26	c5/27	6/29	Rugby Auto Car Co Ltd./ A J Evitts, Yelvertoft	No further owner	
BD 7959		Berliot		10537		B18D		6/23	c-/27	5/28	Allchin, Northampton/ Robinson, Rushden C Chinn, Towcester	No further owner	
?		G.M.C.						?	c3/29	?			
RP 8344		Morris Commercial		4369	Blanch-flower	B20	-	1/30	-	c3/35	Derngate Motor Co., Northampton	F Furr, Hitchin. Last Lic.12/35	
RP 9906		Commer	Invader	28218	Hasker	B20F	-	4/31	-	3/40	Grose Ltd., Northampton	No further owner	
NV 549		A.J.S.	Pilot	209	Petty	B--F		8/31	-	c-/40	Petty Bros., Hitchin	Webbs Construction, Harmondsworth	
---		A.J.S.			---	---	-	c-/31	-	c-/31	Darby, Towcester	Dismantled at Greens Norton	1
?		Bean				B14F		?	c-/32	c-/35			
UT 5213		G.M.C.	T30	302576		B		5/29	c3/35	12/35	Woodward, Barwell		
NV 9386		Albion	Victor PK115	25016E	Grose	C31F	-	6/37	-	12/50	Grose Ltd., Northampton	Basford's Coaches Ltd	2
UD 7398		Albion	Victor PK115	25007J	Duple	C31F	6688	3236	by2/40	6/50	Worth, Enstone	Higgins, Marcham	
UV 4215		T.S.M.	B10A2	6501		B32F		7/29	c-/40	4/44	Horton Motor Works/ Trent 1219	S Grainge, Westbury	3
RA 8698		T.S.M.	B10A2	6386		B32F		5/29	c-/40		Horton Motor Works/ Trent 1220	West, Nottingham	3
MS 8434		Leyland	Tiger TS1	60253	Alexander (Body 10/35)	C32F		4/29	c-/41		Horton Motor Works/ Alexander P51	Universal Coaches, N9	
BRP 960		Bedford	OWB	12223	Mulliner	UB32F (UB30F (B28F B32R		1/43 -/43) c-/47) 7/28	-	2/50	Ministry of Supply	Evans, New Tredegar	4
SC 2039		Albion	PM28	7032C	Cowieson	B32R		by-/43	by -/47		Horton Motor Works/ Young, Paisley		5

- Notes:**
- 1 - New chassis damaged by fire at A.J.S. Works. Acquired for spares.
 - 2 - Reconditioned by Grose Ltd c-/47.
 - 3 - Sold by Trent to W North, Leeds (Dealer) 9/36. Whereabouts between 9/36 and c-/40 unknown. RA8698 may have carried a Willowbrook body.
 - 4 - Utility seating reduced to UB30F soon after delivery. Refurbished and resealed B28F c-/47.
 - 5 - Fitted with Albion diesel engine from ambulance c-/46.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	?	Albion	Victor					?	c-/43	c-/43	A1 Services	Dismantled at Greens Norton	6
BAX 673		Albion	Valkyrie SPW141	44009E	1.Mulliner 2.Thurgood	C32F C33F	545	-/37 3/49	9/43 —	3/49 12/50	War Department/ Jenkins, New Tredegar	Basford's Coaches Ltd	7
CBD 130		Albion	Valkyrie CX13	58002H	Plaxton	C32F		12/38	9/43	12/50	War Department	Basford's Coaches Ltd	8
AAD 536		Bedford	WLB	109928	Duple	C20F	4762	1/34	c-/44	12/50	Silvey, Epney	Basford's Coaches Ltd	
KP 3032		T.S.M.	B10A2	6255	Beadle	B31			c-/44	by10/44	War Department/ Maidstone & District (504)	Lawrence, Wappenham	
DRP 901		Albion	Valkyrie CX9	58059J	Thurgood	C33F	433	1/48	—	12/50		Basford's Coaches Ltd	
BU 8600		Leyland	Tiger TS7	5689	Massey	C32F		4/35	12/48	12/50	Horton Motor Works/ H Shearing, Oldham	Basford's Coaches Ltd	9
FBD 448		Seddon	MkIV	3381	Plaxton	FC29F	92	7/49	—	12/50		Basford's Coaches Ltd	
FNV 541		Albion	Valkyrie CX39	60314E	Bellhouse Hartwell	C33F		3/50	—	12/50	Supp Horton Motor Works	Basford's Coaches Ltd	

Notes: 6 - Acquired for spares only.

7 - Fitted with Albion diesel engine prior to rebodging.

8 - New to Midgely, Leeds (registration unknown), then to War Department and to Basford 9/43.

9 - BU 8600 originally carried a Shearing body and probably passed via the War Department to Horton Motor Works, which firm fitted the Massey body believed to be ex-Cumberland RM 5629.