

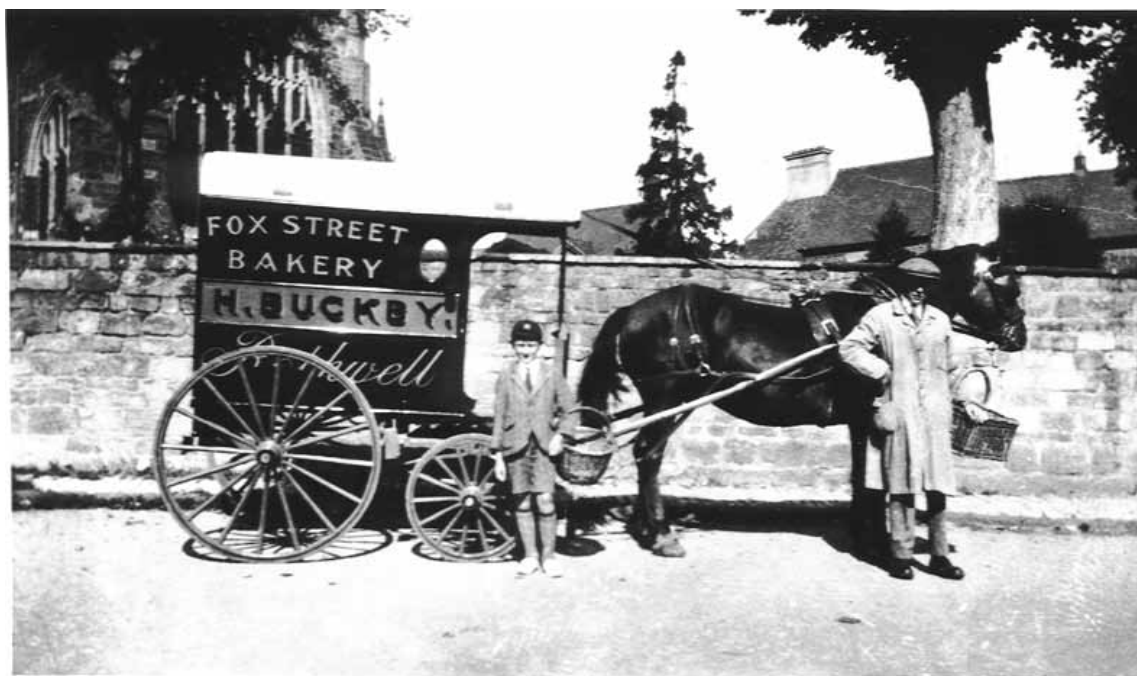
Bygone Buses

of
NORTHAMPTONSHIRE

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BUCKBY. Henry & Son
5 Fox Street, ROTHWELL
(Garage – Harrington Road, Rothwell)

Although the Christian name of the Mr Buckby senior who features in this story was “Henry”, he was invariably known as “Harry Buckby”. He was a Rothwell baker who traded from premises in Fox Street and it was Harry Buckby who possessed the capital that enabled his son - Frederick Thomas Buckby - always known as “Fred Buckby”, to purchase a bus and start trading in about 1920. Harry Buckby was fully engaged with his bakery business and he had virtually nothing to do with the operation of buses but, because it was his capital that was used to finance the business, the bus and coach enterprise traded as H. Buckby & Son. Fred Buckby's first vehicle was a Ford T one-ton lorry which he had converted to a charabanc which he named “Gem”. The registration number of this bus was BD 1446 and at a later unknown date it was converted to a fourteen seater saloon bus and renamed “Shamrock”.



Harry Buckby's baker's cart with Rothwell Church in the background, circa 1920. The roundsman was Arthur Mobbs who was later to drive for Buckby's Coaches whilst the lad assisting was Jim Adams, who was destined to take over the coaching business about a quarter of a century later.

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.

BUCKBY. Henry & Son - ROTHWELL

Fred Buckby's second bus was bought in May 1922 and this machine was a twenty-six seater Daimler charabanc which was christened "Bluebell" and registered BD 6535. In September of the same year a covered top with glass windows was fitted onto the main structure of the charabanc body, thus converting it into a saloon bus which was concurrently downseated to accommodate twenty passengers. It is understood that Messrs. York, Ward & Rowlatt, the Wellingborough coach builders, undertook this work but the name of Messrs. Spite of Thrapston has also been mentioned to the author as the possible builder.

The business grew steadily throughout the 1920s when a further five new vehicles were either added to the fleet or acquired to replace existing vehicles. It is possible that second-hand machinery was also acquired but no details have yet come to hand. The five new buses known to have been purchased, one each year from 1925 to 1929, were as follows:

- RP 761** a Morris 14 seater saloon in April 1925.
- RP 2522** a Thornycroft 20 seater saloon in April 1926
fitted with a York, Ward & Rowlatt body.
- RP 4027** a Morris bought in March 1927.
- RP 5394** a Thornycroft A2 bought in February 1928.
- RP 7852** a Morris 14 seater saloon new in July 1929.

It is understood that, right from the beginning, the livery chosen by Fred Buckby for his fleet was red, maroon and cream.



York, Ward & Rowlatt bodied Thornycroft RP 2522 with Fred Buckby driving and Arthur Mobbs at the rear.

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BUCKBY. Henry & Son - ROTHWELL



An unidentified Buckby canvas topped vehicle – possibly RP 5394 – photographed on 7th September 1929 after taking a local building firm's party to Matlock. The driver, on the extreme right of the picture, is Fred Buckby.

To begin with, Fred Buckby operated private hires but at some time during the 1920s he inaugurated local services from Rothwell to Kettering via the main A6 road, and from Harrington to Kettering via Foxhall, Loddington and Thorpe Malsor. In addition excursions were operated from Rothwell. With the advent of the 1930 Road Traffic Act it was necessary for Fred Buckby to apply to the Traffic Commissioners for licences for all the above operations and these were granted in 1931. Details of the Monday to Saturday direct Rothwell to Kettering service; the daily Rothwell - Loddington - Thorpe Malsor - Kettering service and the Friday and Saturday (Kettering Market Days) Harrington - Foxhall - Faxton Turn - Loddington - Thorpe Malsor - Kettering service, as they stood at 1st November 1931, are depicted overleaf. As far as is known, Buckby's services terminated in Kettering at London Road Cemetery.

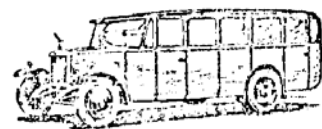
PHONE No. 30.

BUCKBY & SON,
Saloon Coach and Omnibus Proprietors,
FOX STREET, ROTHWELL.

TIME TABLE.

ONE PENNY.

This Service Commences November 1st, 1931.



Parties of any number Catered for.
Trains met by appointment.

MARLOW & SON, Printers & Stationers, Rothwell.

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BUCKBY, Henry & Son, ROTHWELL

Rothwell and Kettering Service.

MONDAYS to THURSDAYS.

Leave Rothwell—
w7 0 w8 30 *1 35 3 40 4 5 5 10 5 15 6 15

Leave Kettering—
w7 15 w7 25 8 45 *2 30 4 5 4 25 5 30 6 35

FRIDAYS.

Leave Rothwell—

a.m.	p.m.	p.m.	p.m.
w7 0	12 15	2 50	6 5
w8 30	1 35	3 5	6 30
9 30	1 40	3 55	6 55
10 15	1 55	4 10	7 30
10 55	2 0	4 45	8 20
	2 25	5 15	

Leave Kettering—

a.m.	p.m.	p.m.	p.m.
w7 15	1 15	3 10	6 25
w7 25	1 40	3 25	6 45
9 15	2 0	4 5	7 15
10 35	2 30	4 25	8 0
11 5	2 45	5 30	8 35

SATURDAYS.

Leave Rothwell	a.m.	a.m.	p.m.
w7 0	w7 0	11 45	1 25
Leave Kettering	a.m.	a.m.	a.m.
w7 15	w7 15	w7 25	12 0

Mondays and Wednesdays only.
w—Workers' Tickets issued.

Loddington, Thorpe Malsor and Kettering Service.

MONDAYS to THURSDAYS.

Leave Rothwell	a.m.	p.m.	p.m.	p.m.
w6 50	w6 50			*8 30
.. Loddington	w7 0	*2 0	5 50	*8 40
.. Thorpe Malsor	w7 5	*2 10	5 55	*8 48
Arrive Kettering	7 15	*2 20	6 5	*8 55

Leave Kettering	p.m.	p.m.	p.m.	p.m.
*1 45	5 30	6 30	*9 0	
.. Thorpe Malsor	*1 55	5 40	6 40	*9 10
.. Loddington	*2 0	5 45	6 45	*9 15
Arrive Rothwell			6 55	*9 25

FRIDAYS.

Leave Rothwell	a.m.	a.m.	a.m.	p.m.
w6 50	w6 50			
.. Loddington	w7 0	h10 5	10 40	12 50
.. Thorpe Malsor	w7 5	10 10	10 45	1 0
Arrive Kettering	7 15	10 20	10 55	1 10

continued—

Leave Rothwell	p.m.	p.m.	p.m.	p.m.
h3 15	3 55	5 50	8 40	
.. Thorpe Malsor	3 20	4 0	5 55	8 45
Arrive Kettering	3 30	4 10	6 5	8 55

Leave Kettering	a.m.	p.m.	p.m.	p.m.
10 25	12 30	h2 30	3 40	
.. Thorpe Malsor	10 35	13 40	2 40	3 50
.. Loddington	10 40	12 45	2 45	3 55
Arrive Rothwell				

continued—

Leave Kettering	p.m.	p.m.	p.m.	p.m.
h5 10	5 30	6 30	9 0	
.. Thorpe Malsor	5 20	5 40	6 40	9 10
.. Loddington	5 25	5 45	6 45	9 15
Arrive Rothwell			6 55	9 25

w—Workers' Ticket issued. * Monday & Wednesday only.
h—This 'Bus runs along the top road to Loddington only.

Loddington, Thorpe Malsor & Kettering Service—con.

SATURDAYS.

Leave Rothwell	a.m.	p.m.	p.m.	p.m.
w6 50	w6 50		3 50	
.. Loddington	w7 0	2 0	4 0	4 45
.. Thorpe Malsor	w7 5	2 10	4 10	4 45
Arrive Kettering	w7 15	2 20	4 20	5 5

continued—

Leave Rothwell	p.m.	p.m.	p.m.	p.m.
h5 15	5 30	6 0	6 15	7 0
.. Thorpe Malsor	5 20	5 40	6 5	6 25
Arrive Kettering	5 30	5 50	6 15	6 35

continued—

Leave Rothwell	p.m.	p.m.	p.m.	p.m.
8 0	8 45	9 30	10 15	
.. Thorpe Malsor	8 10	8 50	9 40	10 25
Arrive Kettering	8 20	9 0	9 50	10 35

Leave Kettering	p.m.	p.m.	p.m.	p.m.
12 15	1 45	4 30	5 15	5 40
.. Thorpe Malsor	12 25	1 55	4 40	5 25
.. Loddington	12 30	2 0	4 45	5 30
Arrive Rothwell	12 40			5 55

continued—

Leave Kettering	p.m.	p.m.	p.m.	p.m.
6 0	6 45	7 45	8 30	h9 0
.. Thorpe Malsor	6 10	6 55	7 55	8 40
.. Loddington	6 15	7 0	8 0	8 45
Arrive Rothwell				9 15

continued—

Leave Kettering	p.m.	p.m.	p.m.	p.m.
9 15	10 0	10 45		
.. Thorpe Malsor	9 25	10 10	10 55	
.. Loddington	9 30	10 15	11 0	
Arrive Rothwell			11 10	

SUNDAYS.

Leave Rothwell	p.m.	p.m.	p.m.
2 15	5 45	8 50	
.. Loddington	2 30	6 0	9 0
.. Thorpe Malsor	2 40	6 10	9 10
Arrive Kettering	2 50	6 20	9 20
Leave Kettering	p.m.	p.m.	p.m.
3 0	6 30	9 30	
.. Thorpe Malsor	3 10	6 40	9 40
.. Loddington	3 20	6 45	9 45
Arrive Rothwell	3 25	6 50	9 50

Harrington, Fox Hall and Kettering Service.

FRIDAYS.

Leave Harrington	a.m.	p.m.
9 45	3 0	
.. Fox Hall	9 55	3 5
.. Faxton Turn	10 0	3 10
Arrive Kettering	10 20	3 30

Leave Kettering	p.m.	p.m.
2 30	5 10	
.. Faxton Turn	2 50	5 30
.. Fox Hall	2 55	5 35
Arrive Harrington	3 0	5 40

SATURDAYS.

Leave Harrington	p.m.
5 0	
.. Fox Hall	5 5
.. Faxton Turn	5 10
Arrive Kettering	5 30

Leave Kettering	p.m.
9 0	
.. Faxton Turn	9 20
.. Fox Hall	9 25
Arrive Harrington	9 30

Fred Buckby's Timetable at 1st November 1931.

BUCKBY. Henry & Son, ROTHWELL

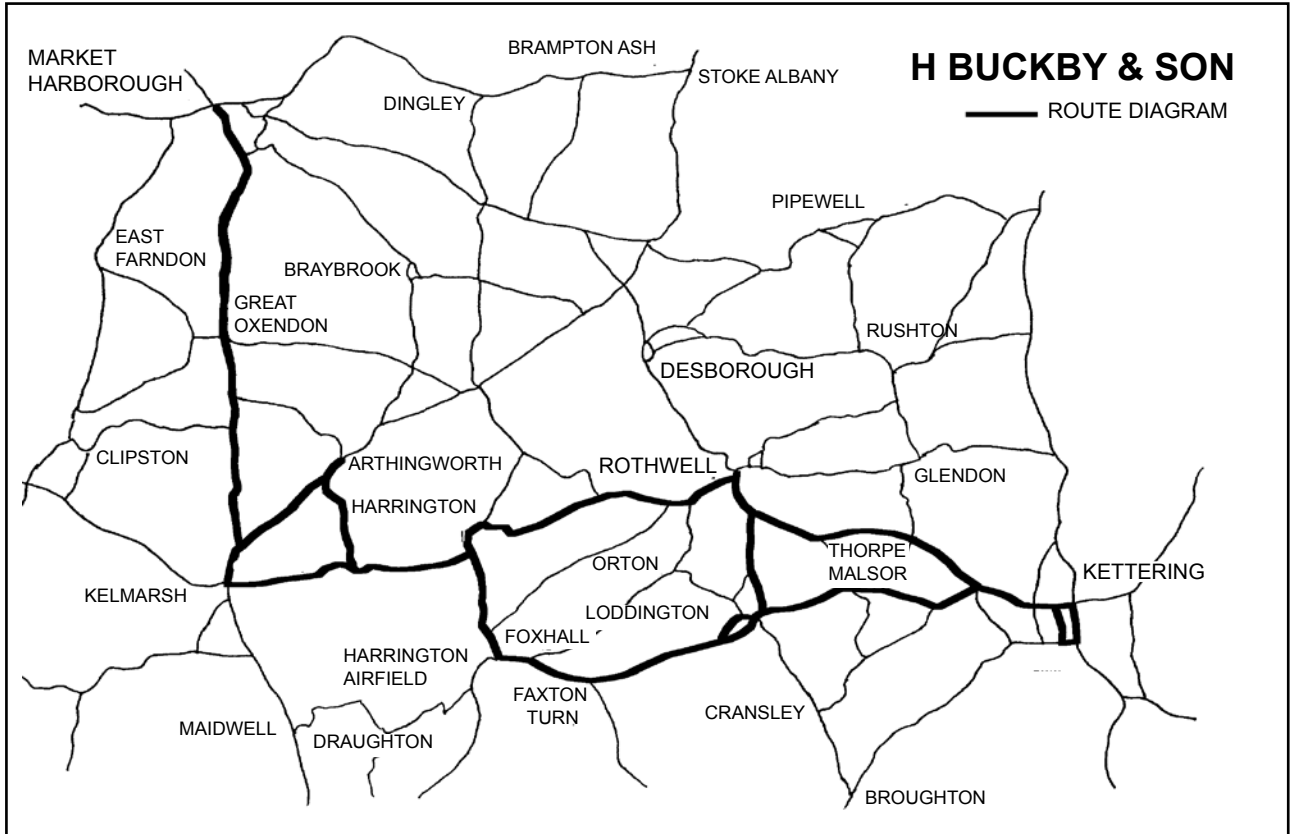


Diagram of routes operated by Fred Buckby.

Whether or not Fred Buckby bought any new buses between 1929 and 1932 is not known but he must at least have bought a number of second-hand machines. In any event, in 1933, the earlier pattern of buying a vehicle each year was resumed and the following were taken into stock during the period 1933 to 1936.

NV 2241 - Dennis Lancet with 32-seat Willowbrook body purchased in March 1933 through Dealer W S Yeates of Loughborough. (Replaced Thornycroft RP 2522).

NV 3913 - Dennis Ace with 20-seat Willowbrook body purchased in May 1934 through Dealer W S Yeates of Loughborough.

UT 9762 - Bedford WLB - 20-seater bought second-hand in March 1935. This vehicle remained in the fleet for under two years.

NV 7612 - Bedford WTB with 25-seat Willowbrook body purchased in July 1936 through Dealer W S Yeates of Loughborough.

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BUCKBY. Henry & Son, ROTHWELL



Dennis Lancet 1 - NV 2241 was new to Fred Buckby in March 1933 and it passed to Royal Blue of Pytchley during the War and is seen with that operator in this view.

(Photo courtesy J F Higham / Omnibus Society)



Fred Buckby's splendid Dennis Ace - NV 3913 - with Willowbrook coachwork photographed when new in 1934.

(Photo: R Marshall collection)

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BUCKBY. Henry & Son, ROTHWELL



In this view Fred Buckby's modern looking Bedford WTB - NV 7612 - with its 25-seater Willowbrook body is depicted. (Photo: R Marshall collection)

By December 1933, the Harrington - Kettering service had been increased to operate additionally on Sundays and a number of extra timings had been added to the Saturday timetable. In December 1934 Fred Buckby applied to the Traffic Commissioners to extend the Kettering to Harrington service to Market Harborough, operating via Arthingworth, Kelmars and Oxendon on Tuesdays and Saturdays and this application was granted in May 1935. Commencing on 12th May 1935 the timetable shown on the next page was operative.

United Counties had been operating a service between Kettering and Rothwell via the main A6 road for even more years than Fred Buckby and the Company was quite keen to acquire Buckby's routes in order that it would have a monopoly in the area concerned. Agreement was reached on 3rd July 1936 between United Counties on the one part and Henry and Frederick Buckby on the other part that, in exchange for £3750, United Counties would apply to the Traffic Commissioners to take over Buckby's four licences granted under reference numbers TER 439/2, 3, 4 and 5. These were the stage carriage services Rothwell, Market Place to Kettering Library via Loddington - *daily*; Rothwell to Kettering Direct - *weekdays*; Rothwell, Fox Street to Kettering London Road Stand via Harrington, Foxhall and Loddington - *Fridays, Saturdays, Sundays and August Bank Holiday Monday and Tuesday*; Kettering, London Road Stand to Market Harborough, Northampton Road Stand via Thorpe Malsor, Loddington, Foxhall, Harrington, Arthingworth and Oxendon - *Tuesdays and Saturdays*.

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BUCKBY. Henry & Son, ROTHWELL

H. Buckby & Son's

NEW

TIME TABLE

Commencing on May 12th, 1935
until further notice.

Let us quote you for your outings

PRICE - ONE PENNY.

Market Harboro', Arthingworth,
Harrington, Loddington and
Kettering Services

MONDAYS, WEDNESDAYS and THURSDAYS.

Kettering	x1 45	4 30	5 30	6 30	x0 0
Gipsy Lane	x1 50	4 35	5 35	6 35	x0 5
Thorpé	x1 55	4 40	5 40	6 40	x0 10
Loddington	x2 0	4 45	5 45	6 45	x0 15
Rothwell	x ...	...	...	6 55	x0 25

Rothwell	w6 50	...	...	...	x8 30
Loddington	w7 0	x2 0	5 0	5 50	x8 40
Thorpé	w7 5	x2 10	5 10	5 55	x8 45
Gipsy Lane	w7 15	x2 15	5 15	5 55	x8 50
Kettering	w7 15	x2 20	5 20	5 5	x8 55

w - Worker's Ticket. x - Mondays and Wednesdays only.

FRIDAYS.

Kettering	10 25	12 30	2 20	3 40	5 10	5 30	6 30	9 0
Gipsy Lane	10 30	12 35	2 25	3 45	5 15	5 35	6 35	9 5
Thorpé	10 35	12 40	2 30	3 50	5 20	5 40	6 40	9 10
Loddington	10 40	12 45	h2 35	3 55	h5 25	5 45	6 45	9 15
Fox Hall ... ..	...	...	2 45	...	5 35	...	...	...
Harrington ... ..	...	...	2 50	...	5 40	...	...	...
Rothwell ... ..	...	...	...	...	5 50	...	6 55	9 25

Rothwell	w6 50	9 40	...	...	...	...	...	8 30
Harrington	9 50	...	...	2 50	...	...	...	...
Fox Hall	9 55	...	...	2 55	...	...	...	...
Loddington	w7 0	h0 5	10 40	12 50	h3 5	3 55	5 50	8 40
Thorpé	w7 5	10 10	10 45	1 0	3 10	4 0	5 55	8 45
Gipsy Lane	10 15	10 50	1 5	3 15	4 5	6 0	8 50	...
Kettering	w7 15	10 20	10 55	1 10	3 20	4 10	6 5	8 55

w - Worker's Ticket. h - Denotes Bus runs along Loddington Top Road only.

SUNDAYS.

Rothwell	2 20	5 50	...	7 30	8 45	9 30
Harrington ... ..	...	...	7 0	7 40	...	9 40
Fox Hall ... ..	...	...	7 5	7 45	...	9 45
Loddington	2 30	6 0	7 15	h7 55	8 55	h0 55
Thorpé	2 40	6 10	...	8 0	9 0	10 0
Gipsy Lane	2 45	6 15	...	8 5	9 5	10 5
Kettering	2 50	6 20	...	8 10	9 10	10 10

Kettering	3 0	6 30	...	8 30	9 15	10 15
Gipsy Lane	3 5	6 35	...	8 35	9 20	10 20
Thorpé	3 10	6 40	...	8 40	9 25	10 25
Loddington	3 15	h6 45	7 15	8 45	h0 30	10 30
Fox Hall ... ..	...	6 55	...	...	9 40	...
Harrington ... ..	...	7 0	...	...	9 45	...
Rothwell	3 25	6 25	7 25	8 55	9 55	10 40

h - Denotes Bus runs along Loddington Top Road only.

TUESDAYS.

Kettering	9 30	4 30	5 30	6 30	9 0
Gipsy Lane	9 35	4 35	5 35	6 35	9 5
Thorpé	9 40	4 40	5 40	6 40	9 10
Loddington	h9 45	4 45	5 45	6 45	9 15
Fox Hall	9 50	...	...	...	...
Harrington	9 55	...	...	...	...
Arthingworth	10 10	...	...	...	...
Kelmarsh	10 15	...	...	...	...
Oxendon	10 25	...	...	...	...
Market Harborough	10 35	...	...	...	...
Rothwell ... ..	...	...	...	6 55	9 25

Rothwell	w6 50	9 0	...	...	8 30
Market Harborough ... ..	...	2 30	...	...	...
Oxendon ... ..	...	2 40	...	...	...
Kelmarsh ... ..	...	2 50	...	...	...
Arthingworth ... ..	...	3 0	...	...	...
Harrington ... ..	...	3 10	...	...	...
Fox Hall ... ..	...	3 15	...	...	...
Loddington	w7 0	9 10	h3 25	5 0	5 50	8 40
Thorpé	w7 5	9 15	3 35	5 10	5 55	8 45
Gipsy Lane	9 20	3 40	5 15	6 0	8 50
Kettering	w7 15	9 25	3 45	5 20	6 5	8 55

w - Worker's Ticket. h - Denotes Bus runs along Loddington Top Road only.

SATURDAYS.

Rothwell	w6 50	2 50	...	...	...
Market Harborough ... ..	...	...	...	4 25	5 45
Oxendon ... ..	...	...	...	4 35	5 55
Kelmarsh ... ..	...	...	...	4 45	6 5
Arthingworth ... ..	...	...	...	4 50	6 15
Harrington ... ..	...	3 0	...	5 0	6 25		
Fox Hall ... ..	...	3 5	...	5 5	6 30		
Loddington	w7 0	2 0	h3 15	4 10	4 40	h5 15	5 55	h0 40
Thorpé	w7 5	2 10	3 20	4 15	4 45	5 20	6 0	6 45
Gipsy Lane	2 15	3 25	4 20	4 50	5 25	6 5	6 50
Kettering	w7 15	2 20	3 30	4 25	4 55	5 30	6 10	6 55

SATURDAYS-continued.

Rothwell	7 15	9 0	...	10 25	...	
Market Harborough ... ..	...	8 45	...	10 50	...
Oxendon ... ..	...	8 55	...	11 0	...
Kelmarsh ... ..	...	9 5	...	11 10	...
Arthingworth ... ..	...	9 15	...	11 15	...
Harrington ... ..	...	9 25	10 35	11 25	...
Fox Hall ... ..	...	9 30	10 40	...	...
Loddington	7 25	8 0	9 10	h9 40	10 45	...
Thorpé	7 30	8 10	9 15	9 45	10 50	...
Gipsy Lane	7 35	8 15	9 20	9 50	10 55	...
Kettering	7 40	8 20	9 25	9 55	11 0	...

Kettering	12 15	1 45	2 30	3 35	4 30	5 0	5 40	6 20
Gipsy Lane	12 20	1 50	2 35	3 40	4 35	5 5	5 45	6 25
Loddington	12 25	1 55	2 40	3 45	4 40	5 10	5 50	6 30
Foxhall	12 30	2 0	h2 45	3 50	h4 45	5 15	5 55	6 35
Harrington ... ..	...	2 55	...	4 55	...	...	...	...
Arthingworth ... ..	...	3 0	...	6 0	...	...	...	...
Kelmarsh ... ..	...	3 15	...	6 10	...	...	...	...
Oxendon ... ..	...	3 25	...	6 20	...	...	...	...
Market Harborough ... ..	...	3 35	...	6 30	...	...	...	...
Rothwell	12 40	...	4 0	...	...	...	...	6 45

SATURDAYS-continued.

Kettering	7 0	7 45	8 30	9 30	10 0	11 10
Gipsy Lane	7 5	7 50	8 35	9 35	10 5	11 15
Thorpé	7 10	7 55	8 40	9 40	10 10	11 20
Loddington	h7 15	8 0	8 45	h9 45	10 15	11 25
Foxhall	7 25	...	...	9 55	...	...
Harrington	7 30	...	...	10 0	...	...
Arthingworth	7 40	...	...	10 15	...	...
Kelmarsh	7 50	...	...	10 25	...	...
Oxendon	8 0	...	...	10 30	...	...
Market Harborough	8 10	...	8 55	10 40	...	...
Rothwell ... ..	...	...	...	10 25	11 35	...

w - Workers' Ticket. h - Denotes Bus runs along Loddington Top Road only.

Buckby's timetable for 12th May 1935.

H Buckby & Son ceased to operate stage carriage services after Saturday 26th September 1936 and the following day United Counties introduced its replacement service 70 to cover the Kettering - Loddington - Harrington - Market Harborough route together with additional timings on the direct Kettering - Rothwell route. As part of the agreement Messrs Buckby & Son agreed not to apply for further stage carriage licences for a period of eight years. At about this same time Fred Buckby was awarded a contract to move children from Rothwell to Kettering Grammar and High Schools and return, and these school journeys were operated for many years.

BUCKBY. Henry & Son, ROTHWELL

Buckby's final acquisition before the War was another Bedford WTB which took the registration ABD 590 in March 1938 but this time it was fitted with an Arthur Mulliner of Northampton coach body seating twenty-five passengers.



This rather poor newspaper photograph shows Fred Buckby's Bedford WTB registered ABD 590 with its distinctive body by Arthur Mulliner of Northampton. The oval rear side windows were a feature of Mulliner's designs of the pre-War period. The twenty-five seater coach was taking the Desborough & District Photographic Society on its annual outing in June 1938. (Photo courtesy Wellingborough News).

It was probably late in 1940 or early in 1941 that Fred Buckby acquired the goodwill of the business of Percy Kerr of Kettering. This latter gentleman held a Road Service Licence which entitled him to operate excursions and tours from Kettering and, also acquired by Buckby's, was Percy Kerr's Bedford WTB coach with 25 seater Grose body registered NV 8777 that had been new in March 1937.

During the War, private hire and excursions and tours ceased, and Dennis Lancet NV 2241 was soon sold to Ted Church of Pytchley. However, in 1940 or 1941, Fred Buckby gained a contract to convey construction workers from the Kettering area to Molesworth where an aerodrome was being built. Little is known of Fred Buckby's other activities during the War but evidently additional work eventually came his way as an Albion, a B.A.T. and a Dennis Lancet were all acquired second-hand during the War period. It is possible, although unconfirmed, that Fred Buckby acquired contracts for the conveyance of P.O.W.s from camps established at Weekley and Harrington.

BUCKBY. Henry & Son, ROTHWELL

Fred Buckby was awarded a contract to convey schoolchildren from Maidwell and Draughton to Rothwell School and at some stage he bought a fourteen seater Commer vehicle registered VV 8467 in order to run the journeys. Unfortunately documentary evidence has not been found to indicate whether this vehicle was bought new in 1940 or whether Fred Buckby acquired it second-hand at some later date. VV 8467 was most unusual inasmuch that, in addition to being licensed as a public service vehicle, it was also the subject of a goods vehicle "B" licence which entitled Fred Buckby to use it for hire or reward for the carriage of goods in connection with any trade or business carried out by him.

As indicated at the beginning of this narrative, Harry Buckby conducted his bakery business from 5 Fox Street, Rothwell. Fred Buckby later moved to Harrington Road, Rothwell where his garage was established. In later years Fred additionally established a funeral business, hired out cars for weddings and suchlike and retailed petrol from his garage premises. In 1935 Mr Jim Adams joined H Buckby & Son and he became manager to Fred Buckby. It was natural therefore that when Fred Buckby wished to dispose of his business that he should sell it to Jim Adams. On 1st April 1945 Jim Adams purchased three vehicles - NV 3913, NV 7612 and NV 8777 and thereafter traded under the Buckby name. Fred Buckby disposed of the remainder of the fleet himself but retained the small Commer vehicle VV 8467 and the Maidwell - Rothwell school contract for continued operation by a long serving driver. Thus, whilst the name "Buckby's Coaches" and the core operations transferred to Jim Adams in 1945, Fred Buckby still ran one vehicle until March 1955. The story of H Buckby & Son under Jim Adams' ownership is continued in paper NN-AD2.



The identity of this Buckby coach has not been established. It might be the Bedford WLB registered UT 9762 or there could have been another vehicle in the fleet about which nothing is known. Fourth from the right stands Fred Buckby whilst his father, Harry, is sixth from the right. Sixth from the left stands Jim Adams.

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BUCKBY. Henry & Son, ROTHWELL



The Bedford WTB registered NV 8777 which passed from Percy Kerr of Kettering to Fred Buckby during the War. This coach carried Grose twenty-five seat bodywork and is seen after Buckby's Coaches passed to Jim Adams in 1945, with Jim standing in front.

Thanks are due to the late Mr Jim Adams, without whose assistance this story would have been less detailed.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
BD 1446		Ford	T	4408865	1. ?	Ch14		?	c-/20	-			1
BD 6535		Daimler	CB	2593	2. ?	B14F		?		?		A Wardle & Sons, Kett'g	2
RP 761		Morris	S4	3409	1. ?	Ch26				-		G E Richardson, Hartwell	3
RP 2522		Thornycroft	A1	12784	2.Y.W.&R.	B20F				c-/29?		J & S Hinsby, St.Neots	4
RP 4027		Morris		126551		B14F				c4/26*			5
RP 5394		Thornycroft	A2		Y.W.&R.	B20F		4/26		3/33	York,Ward & Rowlatt,W'boro.	E Church, Pytchley	6
RP 7852		Morris		1899		B14F?		3/27		c-/30		?	7
NV 2241		Dennis	Lancet I	170228		C20F?		2/28		?	Derngate Motor Co. N'pton.	?	8
NV 3913		Dennis	Ace	200121		B14F		7/29		-/32		E Church, Pytchley	9
UT 9762		Bedford	WLB	108106	Willowbrook	C32F	2586	3/33		c-/40	W S Yeates, Loughborough	E Church, Pytchley	
NV 7612		Bedford	WTB	110701	Willowbrook	B20F	2654	5/34		3/45	W S Yeates, Loughborough	L J Adams, Rothwell	
ABD 590		Bedford	WTB	111943	?	B20F		12/31	3/35	11/36	/H Saunt, Ellistown W S Yeates, Loughborough	/Cave, Brant Broughton L J Adams, Rothwell	
NV 8777		Bedford	WTB	110936	Willowbrook	C25F	2882	7/36		3/45			
VV 8467		Commer			Mulliner	C25F		3/38		3/45		/Brown,Caistor (by 10/46) L J Adams, Rothwell	
?		Albion			Grose	C25F		3/37	c-/40	3/45	P Kerr, Kettering		
?		B.A.T.				14		3/38		3/45			10
?		Dennis	Lancet			?		-/40	?	3/55			11
						30		-/36	?	3/45			10
						?		?	?	3/45			

Notes: 1 - Named "Gem". 2 - Renamed "Shamrock". 3 - Named "Bluebell".
 4 - Fitted with covered top and converted to B20F by York, Ward & Rowlatt, Wellingborough. Last licensed to G E Richardson, Hartwell 7/31.
 5 - Passed directly or indirectly to Hinsby, St.Neots* and to Eastern National (3282) in 1931.
 6 - Last licensed to E Church, Pytchley 9/34. 7 - Last licensed to D Hanson, Brixworth 9/31 as goods vehicle.
 8 - Last licensed to H Baker (Showman), Wellingborough 4/54. 9 - Last licensed to E Church, Pytchley 6/33.
 10 - Acquired second-hand during War. 11 - Acquired second-hand during War. This vehicle had a canvas top.
 * - Probably to YW&R in part exchange for RP2522 and then to Hinsby as a lorry.