

Bygone Buses

of
NORTHAMPTONSHIRE

NN-RE1
Page 1

REEVE. Bernard Frederick PATTISHALL

It is suggested that readers refer to paper NN-RE3 concerning the activities of Thomas Frederick Reeve prior to perusing this account.

As revealed in paper NN-RE3, Thomas Frederick Reeve was declared bankrupt in 1923 and his business passed to his son - Bernard Frederick Reeve - who cleared his father's outstanding debts. Bernard continued to operate the Grimscote - Cold Higham - Foster's Booth - Pattishall - Astcote - Eastcote - Dalscote - Rothersthorpe - Northampton, Plough Hotel service, as before, on Wednesdays and Saturdays. A Sunday timetable was also started by either Thomas or Bernard Reeve at an unknown date during the 1920s.

The rolling stock Bernard Reeve inherited comprised the two Ford T buses run by his father. Neither was particularly reliable and Bernard cannibalised the Ford with the carrier's van body to keep the one with the railway carriage body going. Soon this Ford T was replaced by a second-hand Chevrolet chassis powered by a four-cylinder engine. Onto this chassis was mounted the railway carriage body from the Ford T, suitably adapted to now carry sixteen passengers in the main saloon and another two by the driver. The completed vehicle must have been better than it sounds as it lasted Reeve a good three years prior to passing to Mrs S J Knight of Denton in December 1927.

Bernard Reeve's business seemed to prosper rather better than his father's as by the end of 1927 Bernard was able to afford to buy a new bus. A REO Speedwagon was chosen, supplied by Messrs Allchin's of Northampton and equipped with a Hasker fourteen-seater body. The vehicle concerned had a chromium plated chassis having been exhibited at a motor show, presumably the Commercial Motor Show in London, and was bought by Bernard Reeve for £495 being registered RP 5111 on 11th November 1927.

Just two years later Bernard Reeve added a second vehicle to his stock and this time a used Chevrolet six-cylinder model LQ was selected. It was supplied by Messrs Kingston Bros. of Blakesley, having been new to a Mrs Elizabeth Wethered of Manton, Oakham a few months earlier and it may have started life as a goods vehicle. Kingstons' arranged for it to be fitted with a Hasker body seating eighteen passengers and this machine had been registered RP 7354 on 30th April 1929 and remained in Bernard Reeve's ownership until the end of 1935.

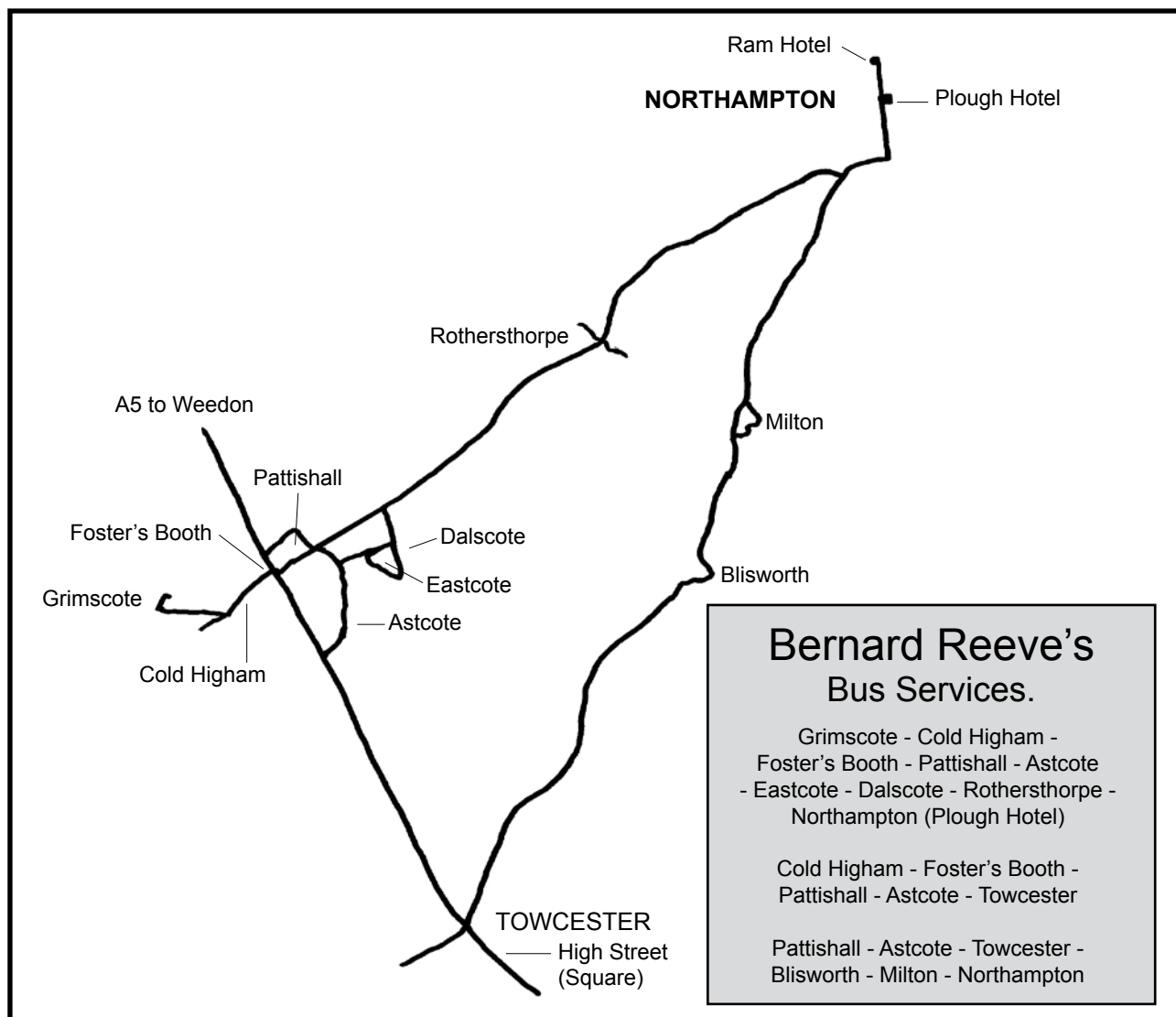
Bygone Buses of Northamptonshire is compiled by R M Warwick, "Forestyn" 101 Broadway East, Northampton NN3 2PP, who would be pleased to be advised of any additional information relating to the above operator. The records of the PSV Circle and the Omnibus Society have been consulted extensively for this series and acknowledgement and thanks are due to these organisations.

REEVE. Bernard F. - PATTISHALL

At an unknown date during the 1920s Bernard Reeve commenced a second local bus service between Cold Higham, Foster's Booth, Pattishall, Astcote and Towcester on Tuesdays only. In addition, presumably when he obtained his second vehicle in April 1929, Bernard operated Mondays to Saturdays morning and evening worker's journeys between Pattishall, Towcester and Northampton, Plough Hotel.

Bernard Reeve's final vehicle acquisition was again supplied by Kingston Bros of Blakesley and was a 1927 REO Pullman registered FG 3183, with a twenty-six seat Crabtree body which Kingston's had bought for their own use in May 1930 but were persuaded to pass on to Reeve on 8th June 1930.

Following the introduction of the Road Traffic Act of 1930, Bernard Reeve duly applied to the Traffic Commissioners in September 1931 for a Road Service Licence to cover his Grimscote to Northampton service, routed via Pattishall, Astcote, Eastcote and Rothersthorpe and this the Commissioners granted on 17th November 1931. Also in



REEVE. Bernard F. - PATTISHALL

November Reeve applied for a single licence from Pattishall to Towcester, Blisworth and Northampton to cover his Cold Higham to Towcester and Pattishall - Towcester - Northampton worker's services but, because of other events, this application was withdrawn in January 1932.

Unfortunately at about this time the Traffic Commissioners ordered Bernard Reeve's Chevrolet off the road in October 1931, it being unfit for service. Soon afterwards Bernard Reeve followed in his father's footsteps and was declared bankrupt. Now it so happened that Bernard's uncle was none other than William Alfred Nightingale of "Midland Motorways" fame (see paper NN-N11) and, ostensibly to assist his nephew, Nightingale offered Bernard Reeve a driving job with Midland Motorways, cleared his few remaining debts and promised £500 for the Goodwill of Bernard Reeve's services. Because of the bankruptcy, Reeve's REO Pullman had to be returned to its suppliers - Messrs Kingston Bros of Blakesley. It was clearly in William Nightingale's interest to keep Bernard Reeve's services running but he allocated two of his oldest buses to Reeve to keep the wheels turning whilst applying for the required Road Service Licences. However, the buses loaned, according to Reeve, were so unreliable that the operation became intermittent.

Meanwhile William Nightingale applied to the Traffic Commissioners to take over the services previously operated by Reeve. Licences for the Tuesdays Cold Higham to Towcester and the Mondays to Saturdays Towcester to Northampton workmen's services were duly granted to Nightingale's, but the Commissioners found the operation of the Grimscote to Northampton route to be so unreliable and alternative services offered by other operators in the area to be so plentiful that Reeve's licence was considered redundant. Therefore the Commissioners refused to grant William Nightingale the licence he most wanted which in turn meant that Bernard Reeve was not paid the £500 promised to him! Instead Bernard Reeve continued to drive for his Uncle and in due course for United Counties where he remained for the rest of his working days, retiring in 1972. Bernard enjoyed ten years of retirement before his death in 1982. Bernard Reeve's father, Thomas Reeve, also worked for United Counties as a conductor from 1934 to 1955.

Reeve's timetable and details of his rolling stock follow on the next page.

REEVE. Bernard F. - PATTISHALL

REEVES' BUS SERVICE between GRIMSCOTE, GOLD HIGHAM, FOSTERS BOOTH, PATTISHALL, ASCCOTE, EASTCOTE, ROTHERSTHORPE AND NORTHAMPTON.

WEDNESDAY.

LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Grimscote	—	9 10	—	10 40	—	2 30	—	5 0	—	8 15
Cold Higham...	9 0	9 15	—	10 45	—	2 35	—	5 5	—	8 20
Fosters Booth	9 5	9 20	10 25	10 50	1 40	2 40	—	5 10	—	8 25
Pattishall	9 10	9 25	10 30	10 55	1 45	2 45	3 55	5 15	8 20	8 30
Ascote	9 15	—	10 35	—	1 50	2 50	4 05	2 08	2 58	3 35
Eastcote	9 20	9 30	10 40	11 01	5 52	5 54	4 55	2 58	3 08	4 40
Rothersthorpe	9 25	9 40	10 50	11 10	2 53	5 4	5 55	3 58	4 08	5 50

* Saturdays also.

SATURDAY.

LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Grimscote	9 10	—	10 40	—	1 45	—	—	5 45	—	—	9 30
Cold High'm	9 15	—	10 45	—	1 50	—	—	5 50	—	—	9 35
Fost's Booth	9 20	—	10 50	1 25	1 55	2 40	—	5 55	—	—	9 40
Pattishall ...	9 25	10 45	10 55	1 30	2 02	2 45	3 06	4 57	3 0	—	9 45
Ascote ...	—	10 50	—	1 35	2 10	2 50	3 45	5 7	3 59	3 5	10 0
Eastcote ...	9 30	10 55	11 01	4 02	1 52	2 55	3 06	5 7	5 7	4 59	4 5
Rother'pe	9 40	11 5	11 10	1 50	2 53	3 55	4 10	6 15	7 15	5 9	5 10

SUNDAY.

LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Grimscote	—	—	—	4 15	—	—	—	8 40
Cold Higham	—	1 30	—	4 20	—	—	—	8 45
Fosters Booth	—	1 35	—	4 25	—	—	—	8 50
Pattishall	10 0	1 40	1 45	4 30	5 25	8 20	8 55	9 45
Ascote	10 5	1 45	1 50	—	5 30	8 25	9 0	9 50
Eastcote	10 10	1 50	1 55	4 35	5 35	8 30	9 5	9 55
Rothersthorpe	10 20	2 0	2 5	4 45	5 45	8 40	9 15	10 5

RETURN BUSES leave Plough Hotel:—

WEDNESDAYS. NORTHAMPTON—10.0, 10.10, 12.30, 1.0, 3.30, 4.0, 6.0, 6.45, 9.25, 10.0.

SATURDAYS.—10.0, 10.10, 12.30, 1.15, 2.15, 3.30, 4.0, 6.0, 6.30, 8.0, 8.40, 10.0, 11.0.

SUNDAYS.—11.0, 2.30, 3.0, 6.25, 9.0, 9.30, 10.15.

On Mondays and Fridays a Bus will leave Pattishall for Northampton (Plough) at 10.0 a.m., returning from N'ton at 2.30 and 4.45 p.m.

Workman's bus leaves Grimscote, 6.30 a.m., and Northampton 8.0 m., and 5.45 p.m. daily and via Towcester 5.45 p.m.

Bernard Reeve's timetable applicable at December 1930.

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Nts
							New	S/H	W/D			
?	Ford	T			B16R		?	-/23	c-/23	T F Reeve, Pattishall	?	
?	Ford	T			B14R		?	-/23	c-/24	T F Reeve, Pattishall	?	1
?	Chevrolet				B18		?	c-/24	11/27		Allchin, Npton/ Knight, Denton	2
RP 5111	REO	Speed-wagon	FA 2716	Hasker	B14F		11/27	—	6/30	Supp. Allchin, Npton	Coombs, Npton	3
RP 7354	Chevrolet	LQ	52529	Hasker	B18F		4/29	c-/29		Kingston Bros., Bkley E Wethered, Manton	No further owner	4
FG 3183	REO	Pullman		Crabtree	B26F		3/26	6/30		Supp Kingston Bros., Blakesley	Kingston Bros., Blakesley	

Notes: 1 - Fitted with adapted body from first Ford T.

2 - Fitted with adapted body from Ford T mentioned in Note 1.

3 - RP 5111 last owned by W E Coombs & Sons, Northampton, as a lorry, and last licensed 3/39.

4 - RP 7354 last owned by B F Reeve 12/35.