

# Bygone Buses

of  
NORTHAMPTONSHIRE

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## EGLESFIELD. Cecil t/a Cream Line Coaches COSGROVE and later 32 Clarence Road, STONY STRATFORD

Cecil Eglesfield was a late comer to the operation of bus services in the pre-1930 Road Traffic Act era, not commencing until early November 1930. To enable him to begin his service from Cosgrove via Old Stratford, Stony Stratford and Wolverton to New Bradwell, Cecil Eglesfield purchased a new fourteen-seater Chevrolet U-type from Messrs Grose Ltd of Northampton who also built its body. This vehicle was registered RP 9544 on 6th November 1930 and it entered service straight away.

Already operating over the Stony Stratford to New Bradwell section of route, apart from Eastern National, were local operators Bates, Brown, Humphrey & Sons and Jelley, the latter also running from Cosgrove. Just how pleased these operators were to find Cecil Eglesfield joining the throng is not known, but can be imagined. Cecil Eglesfield however did something a little different from the other operators inasmuch that he provided a workmen's service from New Bradwell via Wolverton, Stony Stratford, Fenny Stratford and Dunstable to Luton, Park Square for Vauxhall employees and others. This service operated southwards on Sunday evenings leaving the workers for a week at Luton and returning them home at lunch time on Saturdays. On occasions when either short or overtime working was in operation the buses ran at other times to cater for the workers' requirements.

Within four months Cecil Eglesfield needed a second bus and in March 1931 he bought RP 9868 which was a Commer Invader with a twenty-seat Grose body. Almost certainly Eglesfield would have again shopped with Messrs Grose Ltd of Northampton for this vehicle and happily a photograph of it has survived. Cecil Eglesfield traded as "Cream Line" but apart from the base colour obviously being cream, the relief colour(s) are not known.

Soon after putting his Commer RP 9868 on the road the relevant sections of the 1930 Road Traffic Act, as they applied to bus services, came into force. Accordingly Cecil Eglesfield applied to the Traffic Commissioners in September and October 1931 for two Road

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.

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EGLESFIELD. Cecil - COSGROVE



*The twenty-seat Grose body on this Commer Invader registered RP 9868 looks solid and substantial, something it would need to be in later life. It was photographed on the main road running through Wolverton and showed New Bradwell on its destination blind.*

Service Licences to continue the routes he had been operating during the past year. The first was for the Cosgrove to New Bradwell stage-carriage service and the second was for the New Bradwell to Luton express service. Both licences were granted and subsequently allotted the Traffic Commissioners' references TER471/1 and TER472/2 respectively. In May 1932 Cecil Eglesfield decided to apply for an Excursions & Tours licence for a new group of tours commencing from Cosgrove and despite objection from United Counties a licence was issued to Eglesfield under reference TER472/3 with effect from 19th July 1932.

As stated earlier in this paper, a number of other independent operators were running on the Stony Stratford - Wolverton - New Bradwell route. It seems the Traffic Commissioners were instrumental in bringing the various operators together during 1932 to agree a co-ordinated timetable covering the route, which each provider would work on a weekly rota system over a five week cycle. As a result of this, when Cecil Eglesfield's licence became due for renewal from 1st December 1932, the Cosgrove to Stony Stratford section of route was withdrawn and his licence henceforth operated between Stony Stratford and New Bradwell. Over the years various additional excursion were added to Cecil Eglesfield's tours licence but the stage-carriage licence was subjected only to minor changes.

EGLESFIELD, Cecil - COSGROVE

STONY STRATFORD - WOLVERTON - STANTONBURY

BATES, BROWN, EGLESFIELD, HUMPHREY & SONS, and JELLEY

by the return journey any Bus operated this group.

WEEK DAY SERVICES

	N.S.										Saturdays Only				
Stony Stratford...	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 23	12 38	12 45	1 0	1 8	1 15	
Wolverton P.O....	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25	12 33	12 48	12 55	1 10	1 18	1 25	
Stantonbury ...	9 0	9 30	10 0	10 30	11 0	11 30	12 0	12 30	12 38	12 53	1 0	1 15	1 23	1 30	
Stony Stratford...	1 30	12 20	1 38	1 53	2 0	2 8	2 23	2 30	2 45	2 58	3 0	3 15	3 23	3 38	
Wolverton P.O....	1 40	12 30	1 48	2 3	2 10	2 18	2 33	2 40	2 55	3 3	3 10	3 25	3 33	3 48	
Stantonbury ...	1 45	12 35	1 53	2 8	2 15	2 23	2 38	2 45	3 0	3 8	3 15	3 30	3 38	3 53	
Stony Stratford...	3 45	3 53	4 8	4 15	4 30	4 38	4 45	5 0	5 8	5 23	5 30	5 38	5 53	6 0	
Wolverton P.O....	3 55	4 8	4 18	4 25	4 40	4 48	4 55	5 10	5 18	5 33	5 40	5 48	6 3	6 10	
Stantonbury ...	4 0	4 8	4 23	4 30	4 45	4 53	5 0	5 15	5 23	5 38	5 45	5 53	6 8	6 15	
Stony Stratford...	6 15	6 23	6 30	6 45	6 53	7 8	7 15	7 23	7 38	7 48	7 55	8 0	8 8	8 15	
Wolverton P.O....	6 25	6 33	6 40	6 55	7 3	7 18	7 25	7 33	7 48	7 55	8 10	8 18	8 25	8 40	
Stantonbury ...	6 30	6 38	6 45	7 0	7 8	7 23	7 30	7 38	7 53	8 0	8 15	8 23	8 30	8 45	
Stony Stratford...	8 38	8 53	9 0	9 8	9 23	9 30	9 45	9 53	10 0	10 15	10 23				
Wolverton P.O....	8 48	9 8	9 10	9 18	9 33	9 40	9 55	10 3	10 10	10 25	10 33				
Stantonbury ...	8 53	9 8	9 15	9 23	9 38	9 45	10 0	10 8	10 15	10 30	10 38				
Stantonbury ...	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 30	12 38	12 45	1 0	1 8	1 23	
Wolverton P.O....	8 50	9 20	9 50	10 20	10 50	11 20	11 50	12 20	12 35	12 43	12 50	1 5	1 13	1 28	
Stony Stratford...	9 0	9 30	10 0	10 30	11 0	11 30	12 0	12 30	12 45	12 53	1 0	1 15	1 23	1 38	
Stantonbury ...	1 30	12 10	1 38	1 53	2 0	2 15	2 23	2 30	2 45	2 53	3 8	3 15	3 23	3 38	
Wolverton P.O....	1 35	12 15	1 43	1 58	2 5	2 20	2 28	2 35	2 50	2 58	3 13	3 20	3 28	3 43	
Stony Stratford...	1 45	12 25	1 53	2 8	2 15	2 30	2 38	2 45	3 0	3 8	3 23	3 30	3 38	3 53	
Stantonbury ...	3 45	4 0	4 8	4 15	4 30	4 38	4 53	5 0	5 8	5 23	5 30	5 45	5 53	6 0	
Wolverton P.O....	3 50	4 5	4 18	4 20	4 35	4 43	4 58	5 5	5 13	5 28	5 35	5 50	5 58	6 5	
Stony Stratford...	4 0	4 15	4 23	4 30	4 45	4 53	5 8	5 15	5 23	5 38	5 45	6 0	6 8	6 15	
Stantonbury ...	6 15	6 23	6 38	6 45	6 53	7 8	7 15	7 30	7 38	7 45	8 0	8 8	8 23	8 30	
Wolverton P.O....	6 20	6 28	6 43	6 50	6 58	7 13	7 20	7 35	7 43	7 50	8 5	8 13	8 28	8 35	
Stony Stratford...	6 30	6 38	6 53	7 0	7 8	7 23	7 30	7 45	7 53	8 0	8 15	8 22	8 38	8 45	
Stantonbury ...	8 38	8 53	9 0	9 15	9 23	9 30	9 45	9 53	10 8	10 15	10 23	10 38	10 45		
Wolverton P.O....	8 43	8 58	9 5	9 20	9 28	9 35	9 50	9 58	10 13	10 20	10 28	10 43	10 50		
Stony Stratford...	8 53	9 8	9 15	9 30	9 38	9 45	10 0	10 8	10 23	10 30	10 38	10 53	11 0		

N.S.—Not Saturdays.

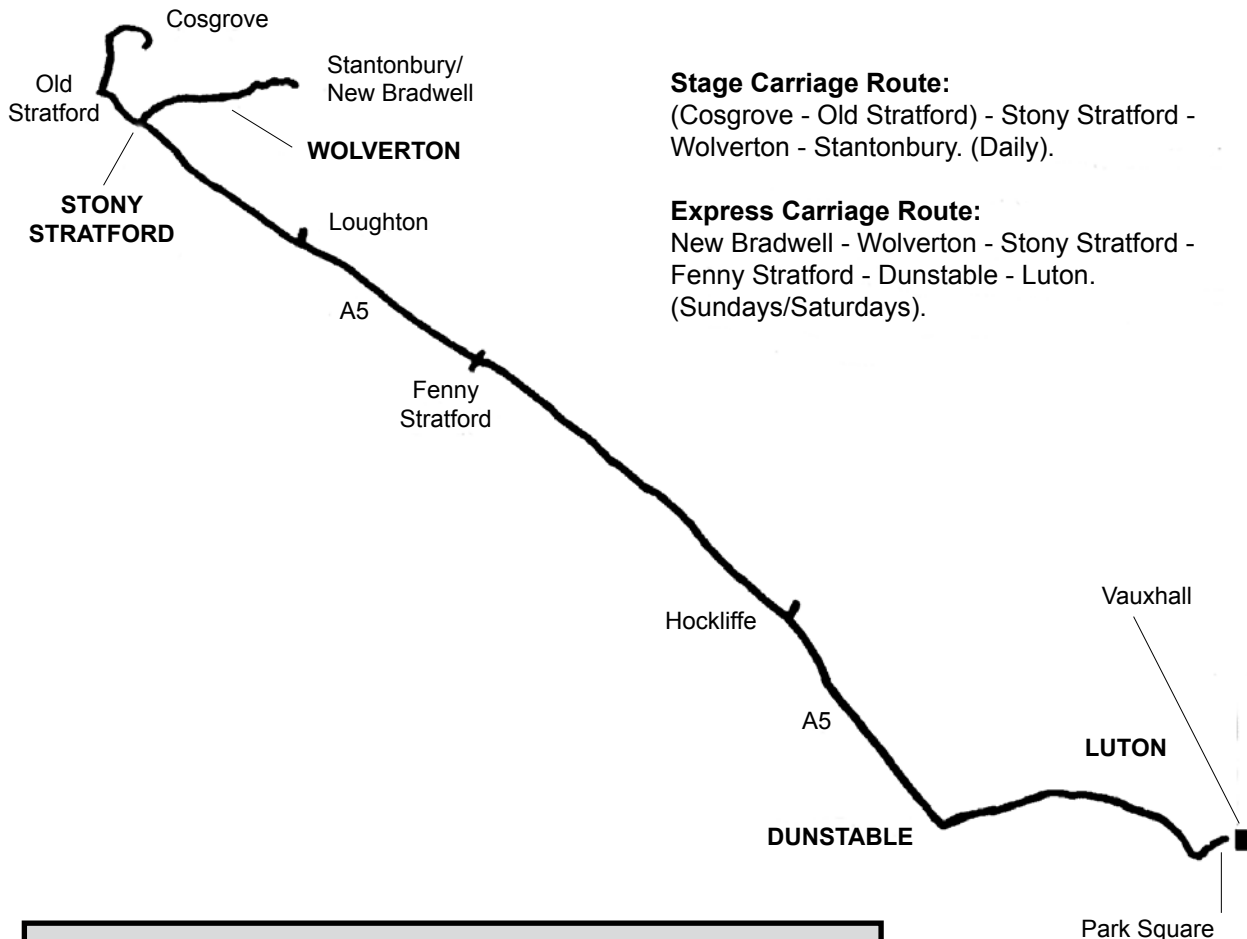
S.O.—Saturdays Only.

SUNDAY SERVICES

Stony Stratford...	1 30	1 38	1 53	2 0	2 8	2 23	2 30	2 45	2 53	3 0	3 15	3 23	3 38	3 45
Wolverton P.O....	1 40	1 48	2 3	2 10	2 18	2 33	2 40	2 55	3 3	3 10	3 25	3 33	3 48	3 55
Stantonbury ...	1 45	1 53	2 8	2 15	2 23	2 38	2 45	3 0	3 8	3 15	3 30	3 38	3 53	4 0
Stony Stratford...	3 53	4 8	4 15	4 30	4 38	4 45	5 0	5 8	5 23	5 30	5 38	5 53	6 0	6 15
Wolverton P.O....	4 8	4 18	4 25	4 40	4 48	4 55	5 10	5 18	5 33	5 40	5 48	6 3	6 10	6 20
Stantonbury ...	4 8	4 23	4 30	4 45	4 53	5 0	5 15	5 23	5 38	5 45	5 53	6 8	6 15	6 25
Stony Stratford...	6 23	6 30	6 45	6 53	7 8	7 15	7 23	7 38	7 45	8 0	8 8	8 15	8 30	8 38
Wolverton P.O....	6 33	6 40	6 55	7 3	7 18	7 25	7 33	7 48	7 55	8 10	8 18	8 25	8 40	8 48
Stantonbury ...	6 38	6 45	7 0	7 8	7 23	7 30	7 38	7 53	8 0	8 15	8 23	8 30	8 45	8 50
Stony Stratford...	8 53	9 0	9 8	9 23	9 30	9 45	9 53	10 0	10 15	10 23				
Wolverton P.O....	9 3	9 10	9 18	9 33	9 40	9 55	10 3	10 10	10 25	10 33				
Stantonbury ...	9 8	9 15	9 23	9 38	9 45	10 0	10 8	10 15	10 30	10 38				
Stantonbury ...	1 38	1 53	2 0	2 15	2 23	2 30	2 45	2 53	3 8	3 15	3 23	3 38	3 45	4 0
Wolverton P.O....	1 43	1 58	2 5	2 20	2 28	2 35	2 50	2 58	3 13	3 20	3 28	3 43	3 50	4 5
Stony Stratford...	1 53	2 8	2 15	2 30	2 38	2 45	3 0	3 8	3 23	3 30	3 38	3 53	4 0	4 15
Stantonbury ...	4 8	4 15	4 30	4 38	4 53	5 0	5 8	5 23	5 30	5 45	5 53	6 0	6 15	6 23
Wolverton P.O....	4 13	4 20	4 35	4 43	4 58	5 5	5 13	5 28	5 35	5 50	5 58	6 5	6 20	6 28
Stony Stratford...	4 23	4 30	4 45	4 53	5 8	5 15	5 23	5 38	5 45	6 0	6 8	6 15	6 30	6 38
Stantonbury ...	6 38	6 45	6 53	7 8	7 15	7 30	7 38	7 45	8 0	8 8	8 23	8 30	8 38	8 53
Wolverton P.O....	6 43	6 50	6 58	7 13	7 20	7 35	7 43	7 50	8 5	8 13	8 28	8 35	8 43	8 58
Stony Stratford...	6 53	7 0	7 8	7 23	7 30	7 45	7 53	8 0	8 15	8 23	8 38	8 45	8 53	9 8
Stantonbury ...	9 0	9 15	9 23	9 30	9 45	9 53	10 8	10 15	10 23	10 38	10 45			
Wolverton P.O....	9 5	9 20	9 23	9 35	9 50	9 58	10 13	10 20	10 28	10 43	10 50			
Stony Stratford...	9 15	9 30	9 38	9 45	10 0	10 8	10 23	10 30	10 38	10 53	11 0			

This timetable dating from the latter months of 1932 was jointly operated by Messrs. Brown, Bates, Eglesfield, Humphrey & Sons and Jelly over the Stony Stratford - Wolverton - New Bradwell route.

### EGLESFIELD. Cecil - COSGROVE



By 1933 Cecil Eglesfield required an additional bus and chose to buy a Bedford WLB model carrying a Duple twenty-seat body. The vehicle on this occasion was supplied by Kingston Bros of Blakesley who arranged for it to be registered NV 2893 on 9th August 1933. At some point in 1934, prior to September, Cecil Eglesfield moved from Cosgrove to 32 Clarence Road, Stony Stratford and garaged his fleet in the former furniture store of Messrs. Stafford Holland of Stony Stratford, near to the Barley Mow public house in High Street.

Continuing with Eglesfield's fleet, after buying the Bedford WLB registered NV 2893 mentioned above, for the next three years the fleet remained static at three vehicles until one fateful night in March 1936 when a fatal accident occurred at Wolverton Lodge. The Wolverton Express of the time devoted the whole of its front page to the incident, but space does not allow it to be reproduced in full in this paper, but here follow some extracts:

## “TRAGIC SUNDAY EVENING MOTOR CRASH OMNIBUS OVERTURNED AT WOLVERTON

### One Killed - Many Injured

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..... It appears that the omnibus left the bus stand at Stony Stratford at 10.15 with a full complement of passengers of both sex, most of whom reside at Wolverton and New Bradwell, and who had been spending the evening at Stony Stratford or in that neighbourhood and were returning home. After proceeding about half a mile the collision occurred, the saloon car having approached from the opposite direction, and it was a broadside crash between the two vehicles. The force of the impact resulted in the omnibus being diverted across the road to its off side, where it struck the granite kerb, and then, according to the version of one passenger, ‘It seemed to go along on its side’ and finally it overturned on to its roof and came to rest, with the chassis uppermost, across the newly-constructed pedal cycle track bordering the road. The motor-car also overturned on to the roadway with its off side extensively damaged.

Very quickly people were attracted to the scene and when they saw the plight of the people entrapped in the overturned omnibus they set to work in an endeavour to extricate them from their perilous position, fearing that at any minute the vehicle might be enveloped in flames. This thought made them work heroically, but it was some time before the rescue was completed. The heavy ironwork of the chassis bearing down upon the saloon portion had crumpled up the upper part of the bus where the windows originally were, and it was not until a large breakdown apparatus from the London Road Garage arrived that the saloon could be lifted to the extent of allowing the passengers being rescued, which work was completed after half an hour.

..... The wreckage of the omnibus was removed on Monday morning and when the body of the vehicle was lifted by a crane, the roofing was found to be detached and remained on the ground. Glass from the shattered windows of both the bus and the car were strewn over the highway.

By co-incidence, the owner of the omnibus, Mr Cyril (sic) Eglesfield, witnessed the crash. He was at the time approaching the scene from the direction of Wolverton, driving another of his saloons, with passengers returning from Wolverton and New Bradwell to Luton for their work on Monday. The saloon motor-car involved in the crash had passed him on the road a short time previous. Mr Eglesfield, however, did not continue his journey to Luton, his passengers returning to their homes.”

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EGLESFIELD. Cecil - COSGROVE



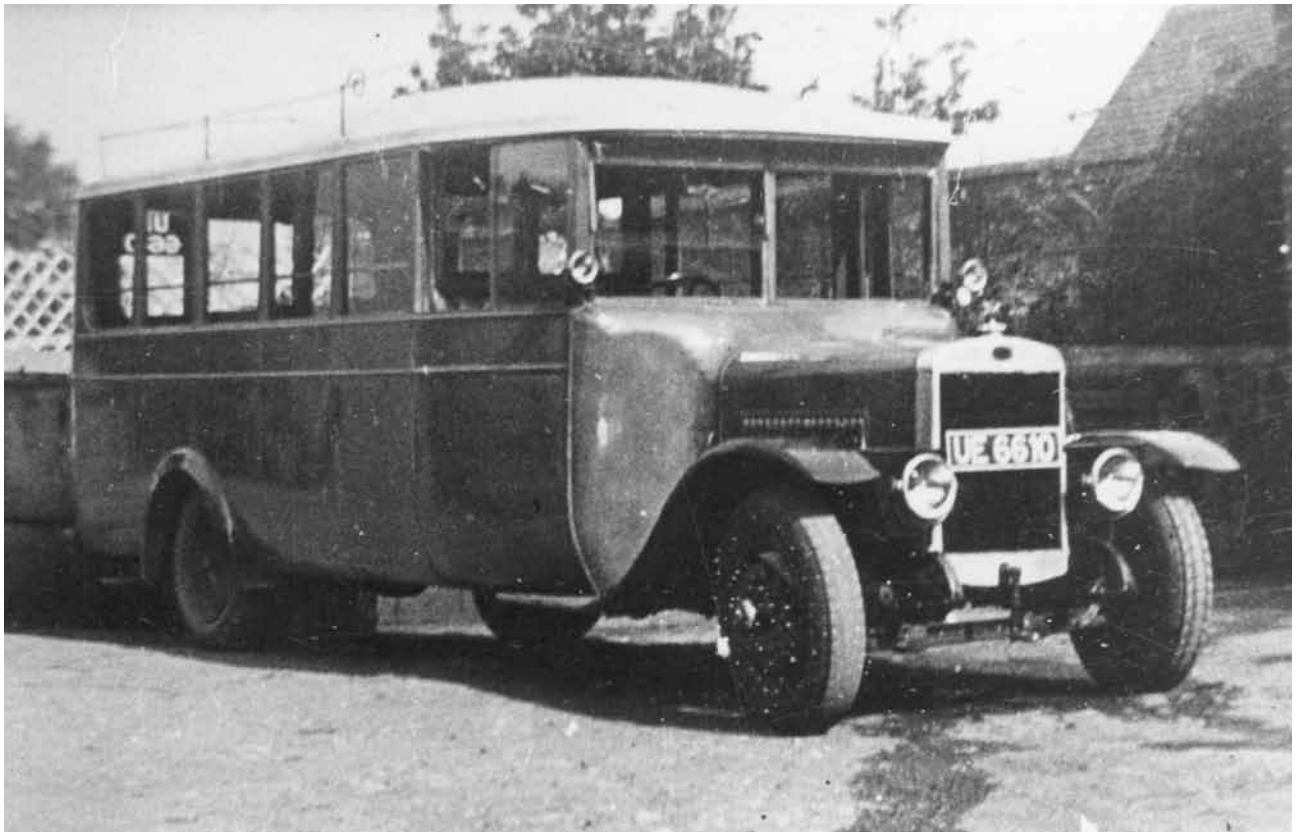
*The wrecked Commer RP 9868 photographed on the morning of Monday 23rd March 1936 prior to its removal. The driver "Cheerie" Daniels of Stony Stratford was badly burned by acid from the bus's battery. (Photo courtesy Wolverton Express)*



*Another view of the same scene.*

EGLESFIELD. Cecil - COSGROVE

With a vehicle taken out of his fleet in such an unfortunate manner, Cecil Eglesfield had to get a replacement and it is believed that he purchased a second-hand Star Flyer registered UE 6610, probably from Kingston Bros of Blakesley, who had supplied it when new in 1928 to Edwards of Bishop's Itchington. It carried a Hasker twenty-seat body and was later operated by Hall of Deddington who had probably returned it to Kingston Bros in part exchange for another machine.



*The 1928 Star Flyer with Hasker bodywork which was registered UE 6610 joined the Cream Line fleet, probably in April 1936. Whether it was ever repainted in a cream livery is unknown.*

In June 1936 Cecil Eglesfield increased his rolling stock to four vehicles by the acquisition of another Bedford saloon, this time a WTB chassis to which a Grose twenty-six seat coach body was fitted. Although not recorded as having been supplied by Messrs. Grose Ltd, it would be surprising if this firm was not the supplier who registered it VV 5101 on 11th June 1936.

It will be recalled that the Stony Stratford - Wolverton - New Bradwell service was jointly operated by Messrs Bates, Brown, Eglesfield, Humphrey & Sons and Jelley, in addition to United Counties and Eastern National also covering the route. The shares of the above route run by Messrs Bates, Humphrey & Sons and Jelley had all been taken over by United Counties in 1934 which left just Mrs Jane Brown and Cecil Eglesfield running a co-ordinated timetable which, by January 1937 was as follows:-

### EGLESFIELD. Cecil - COSGROVE

#### Stony Stratford and Stantonbury.

Operated alternate weeks by J. Brown, 11 Western Road, Wolverton, Bucks., and C. Eglesfield, 32 Clarence Road, Stony Stratford, Bucks.

#### Service (A).

#### Monday to Friday.

Stony Stratford .. ..	8-45	9-45	10-45	11-45	1-38	2-30	3-23	4-15
Wolverton P.O. .. ..	8-55	9-55	10-55	11-55	1-48	2-40	3-33	4-25
Stantonbury .. ..	9- 0	10- 0	11- 0	12-0	1-53	2-45	3-38	4-30
Stony Stratford .. ..	5- 8	6-15	7- 8	8- 0	8-53	9-45		
Wolverton P.O. .. ..	5-18	6-25	7-18	8-10	9- 3	9-55		
Stantonbury .. ..	5-23	6-30	7-23	8-15	9- 8	10- 0		
Stony Stratford .. ..	9-15	10-15	11-15	12-10	2- 0	2-53	3-45	4-38
Wolverton P.O. .. ..	9-20	10-20	11-20	12-15	2- 5	2-58	3-55	4-43
Stony Stratford .. ..	9-30	10-30	11-30	12-25	2-15	3- 8	4- 0	4-53
Stantonbury .. ..	6-38	7-30	8-23	9-15	10- 8			
Wolverton P.O. .. ..	6-43	7-35	8-28	9-20	10-13			
Stony Stratford .. ..	6-53	7-45	8-38	9-30	10-23			

#### Saturday.

Stony Stratford .. ..	8-45	9-45	10-45	12-15	1- 8	2- 0	2-53	3-45
Wolverton P.O. .. ..	8-55	9-55	10-55	12-25	1-18	2-10	3- 3	3-55
Stantonbury .. ..	9- 0	10- 0	11- 0	12-30	1-23	2-15	3- 8	4- 0
Stony Stratford .. ..	4-38	5-30	6-23	7-15	8- 8	9- 0	9-53	
Wolverton P.O. .. ..	4-48	5-40	6-33	7-25	8-18	9-10	10- 3	
Stantonbury .. ..	4-35	5-45	6-38	7-30	8-23	9-15	10- 8	
Stony Stratford .. ..	9-15	10-15	11-15	12-38	1-30	2-23	3-15	4- 8
Wolverton P.O. .. ..	9-20	10-20	11-20	12-43	1-35	2-28	3-20	4-13
Stony Stratford .. ..	9-30	10-30	11-30	12-53	1-45	2-38	3-30	4-23
Stantonbury .. ..	5- 0	5-53	6-45	7-38	8-30	9-23	10-15	
Wolverton P.O. .. ..	5- 5	5-58	6-50	7-43	8-35	9-28	10-20	
Stony Stratford .. ..	5-15	6- 8	7- 0	7-53	8-45	9-38	10-30	

#### Sunday.

Stony Stratford .. ..	1-30	2-23	3-15	4- 8	5- 0	5-53	6-45	7-38
Wolverton P.O. .. ..	1-40	2-33	3-25	4-10	5-10	6- 3	6-55	7-48
Stantonbury .. ..	1-45	2-38	3-30	4-23	5-15	6- 8	7- 0	7-53
Stony Stratford .. ..	8-30	9-23	10-15					
Wolverton P.O. .. ..	8-40	9-33	10-25					
Stantonbury .. ..	8-45	9-38	10-30					
Stantonbury .. ..	1-53	2-45	3-38	4-30	5-23	6-15	7- 8	8- 0
Wolverton P.O. .. ..	1-58	2-50	3-43	4-35	5-28	6-20	7-13	8- 5
Stony Stratford .. ..	2- 8	3- 0	3-53	4-45	5-38	6-30	7-23	8-15
Stantonbury .. ..	8-53	9-45	10-38					
Wolverton P.O. .. ..	8-58	9-50	10-43					
Stony Stratford .. ..	9- 8	10- 0	10-53					

On Monday, January 4th, 1937, service (A) will be operated by C. Eglesfield.

#### Service (B).

#### Monday to Friday.

Stony Stratford .. ..	1-53	2-45	3-38	4-30	6-23	7-15	8- 8	9- 0	9-53
Wolverton P.O. .. ..	2- 3	2-55	3-48	4-40	6-33	7-25	8-18	9-10	10- 3
Stantonbury .. ..	2- 8	3- 0	3-53	4-45	6-38	7-30	8-23	9-15	10- 8
Stantonbury .. ..	2-15	3- 8	4- 0	4-53	6-45	7-38	8-30	9-23	10-15
Wolverton P.O. .. ..	2-20	3-13	4- 5	4-58	6-50	7-43	8-35	9-28	10-20
Stony Stratford .. ..	2-30	3-23	4-15	5- 8	7- 0	7-53	8-45	9-38	10-30

#### Saturday.

Stony Stratford .. ..	12-45	1-38	2-30	3-23	4-15	5- 8	6- 0	6-53
Wolverton P.O. .. ..	12-55	1-48	2-40	3-33	4-25	5-18	6-10	7- 3
Stantonbury .. ..	1- 0	1-53	2-45	3-38	4-30	5-23	6-15	7- 8
Stony Stratford .. ..	7-45	8-38	9-30	10-23				
Wolverton P.O. .. ..	7-55	8-48	9-40	10-33				
Stantonbury .. ..	8- 0	8-53	9-45	10-38				
Stantonbury .. ..	12-15	1- 8	2- 0	2-53	3-45	4-38	5-30	6-23
Wolverton P.O. .. ..	12-20	1-13	2- 5	2-58	3-50	4-43	5-35	6-28
Stony Stratford .. ..	12-30	1-23	2-15	3- 8	4- 0	4-53	5-45	6-38
Stantonbury .. ..	7-15	8- 8	9- 0	9-53				
Wolverton P.O. .. ..	7-20	8-13	9- 5	9-58				
Stony Stratford .. ..	7-30	8-23	9-15	10- 8				

#### Sunday.

Stony Stratford .. ..	2- 0	2-53	3-45	4-38	5-30	6-23	7-15	8- 8	9- 0	9-53
Wolverton P.O. .. ..	2-10	3- 3	3-53	4-48	5-40	6-33	7-25	8-18	9-10	10- 3
Stantonbury .. ..	2-15	3- 8	4- 0	4-53	5-45	6-38	7-30	8-23	9-15	10- 8
Stantonbury .. ..	2-23	3-15	4- 8	5- 0	5-53	6-45	7-38	8-30	9-23	10-15
Wolverton P.O. .. ..	2-28	3-20	4-13	5- 5	5-58	6-50	7-43	8-35	9-28	10-20
Stony Stratford .. ..	2-38	3-30	4-23	5-15	6- 8	7- 0	7-53	8-45	9-38	10-30

On Monday, January 4th, 1937, service (B) will be operated by J. Brown.



EGLESFIELD. Cecil - COSGROVE



*The obverse and reverse of a 3d return ticket issued by Cecil Eglesfield at some time between October 1934 and April 1938. The printer was the Bell Punch Company, London*

On 28th February 1938 Cecil Eglesfield entered into an Agreement with United Counties Omnibus Co Ltd to sell the Goodwill of his business together with his four vehicles to the Company for the consideration of £4,000. Thereafter United Counties made application to the Traffic Commissioners for a new express service licence to cover the New Bradwell to Luton, Vauxhall Works route and amend its existing stage-carriage and excursion licences to incorporate Eglesfield's Stony Stratford to New Bradwell service and his excursions destinations from Cosgrove. The various procedures were completed at the end of April 1938 with Cecil Eglesfield last operating on Thursday 30th April 1938 and United Counties taking over from 1st May 1938. The Agreement prevented Cecil Eglesfield operating public service vehicles in the area for a period of ten years.

The report of the demise of Cecil Eglesfield's Cream Line Service that appeared in the Wolverton Express adds that "Mr Eglesfield wishes it to be known that he has been appointed a local agent for United Counties Omnibus Company, and organizers of outings who have in the past favoured him with their business can continue to do so with the assurance that equal facilities together with the prices charged by him, will still be obtainable.

The drivers employed by Mr Eglesfield have accepted service with the Company."

Cecil Eglesfield also accepted employment with United Counties but whether this was taken up immediately is not known, but the Author can recall him at Stony Stratford Depot in the 1960s until he retired in May 1963. Rather strangely Cecil Eglesfield placed an advertisement in the Wolverton Express in January 1939 which read "Eglesfield, 32 Clarence Road, Stony Stratford - a good car or coach for hire." With this mystery we leave the bus operations of Cecil Eglesfield!

EGLESFIELD. Cecil - COSGROVE

**Rolling Stock:**

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Nts
							New	S/H	W/D			
RP 9544	Chevrolet	U	68693	Grose	B14F	—	11/30	—	4/38	Supp Grose Ltd., Northampton	United Counties (516)	
RP 9868	Commer	Invader	?	Grose	B20F	—	3/31	—	3/36	—	Destroyed in accident	
NV 2893	Bedford	WLB	109198	Duple	B20F	3917	8/33	—	4/38	Supp Kingston Bros., Blakesley	United Counties (513)	
UE 6610	Star	Flyer	VB819	Hasker	B20F	—	7/28	4/36?	4/38	Kingston, Blakesley/Edwards, B.Itchington	United Counties (515)	
VV 5101	Bedford	WTB	110623	Grose	C26F	—	6/36	—	4/38	—	United Counties (514)	

Notes: