

# Bygone Buses

of  
NORTHAMPTONSHIRE

**NN-RH1**  
Page 1

## **RHODES. Fred** **12 High Street** **YELVERTOFT**

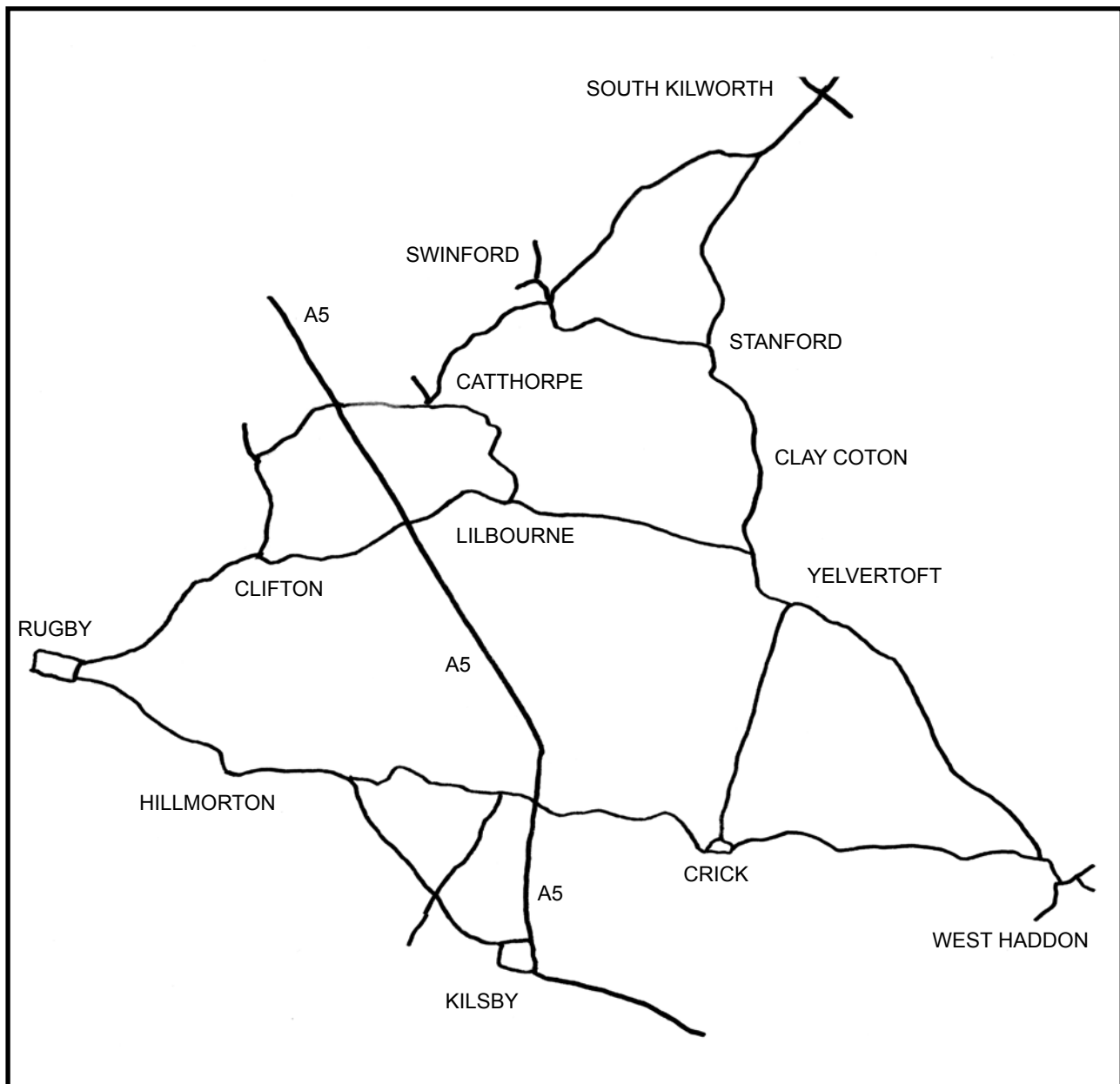
Fred Rhodes was born in 1901 the son of Thomas Rhodes who was the Yelvertoft village carrier. It is assumed that Fred joined his father eventually taking over the business, probably at the end of the First World War. For Rhodes' carrier services between 1922 and 1926 Rugby Directories list the various destinations served, but in alphabetical rather than operational order. Consequently it is not always easy to determine which roads were traversed. However, in 1927/8 omnibus services rather than carrier services were listed as shown below:-

<b>Directory Date</b>	<b>Route</b>	<b>Days of Operation</b>
1922 (Carrier)	Rugby to Stanford, Swinford and Yelvertoft	Tuesdays & Thursdays
1925 (Carrier)	Rugby to Catthorpe, Clay Coton, and Clifton	Thursdays
	Rugby to Crick, Hillmorton and Yelvertoft	Thursdays
	Rugby to Kilsby, Lilbourne and South Kilworth	Thursdays & Saturdays
1926 (Carrier)	Rugby to Catthorpe, Clay Coton Clifton, Stanford and Swinford	Thursdays
	Rugby to Crick and Hillmorton	Saturdays
	Rugby to Kilsby, Lilbourne, South Kilworth & Yelvertoft	Thursdays & Saturdays
1927 & 1928 (Omnibus)	Rugby to Lilbourne	Mons & Fris - 1 journey Sats - several journeys
	Rugby to Yelvertoft	Mons & Fris - 1 journey Sats - mornings & evenings
	Rugby - Hatton Mental Hospital	Sats - afternoons

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.

#### RHODES. Fred - YELVERTOFT

It is known that Fred Rhodes inaugurated a motor bus service in 1922 but unfortunately a timetable of his route has not been discovered. The 1927/8 Rugby Directories show that he was serving Lilbourne and Yelvertoft on Mondays, Fridays and Saturdays. There is no reason to believe that Fred Rhodes' original 1922 route was not from Yelvertoft via Lilbourne and Clifton to Rugby or that it operated on days other than Mondays, Fridays and Saturdays. The Rugby to Hatton Mental Hospital Saturday service listed in the Directories would have been a later addition. By 1931 there were two journeys daily on the Rugby - Clifton - Yelvertoft road.



In relating Rhodes' carrier services listed in the Rugby Directories to the map above it will be seen that the villages listed did not appear in route order and that various combinations of roads could have been used to link these villages.

**RHODES. Fred - YELVERTOFT**

Legislation imposed by the Road Traffic Act, 1930 came into play during 1931 and it would seem that rather than becoming involved with all the licensing procedures inherent in the Act, Fred Rhodes reached agreement with Midland Red to sell the Goodwill of his business to that firm. In fact £50 was paid in respect of the then current services which were Yelvertoft to Clifton and Rugby and Rugby to Hatton Mental Hospital and Hertford Hill, which were on adjoining sites to the west of Warwick. No vehicles were taken over from Fred Rhodes who was allowed to keep the one coach he was operating for private hire purposed as long as he retained ownership of that particular vehicle.

It is interesting to note that at the time of acquisition of Fred Rhodes' services by Midland Red that Fred asked through his Solicitor that he be allowed fourteen days' notice of the take-over date because the bulk of his customers had become friends of his and personally known to him, so he wished to give them notice of the changed services. It seems that Fred Rhodes had been in the habit, especially on Sundays, of calling with his coach at the houses of his individual customers to pick them up and this of course would change after the take over. However, the request came too late and the acquisition of Fred Rhodes' services and those of fellow Yelvertoft operator Allen Evitts (NN-EV3) took place on Monday 28th September 1931.

No mention of the buses owned by Fred Rhodes has so far been made as details of his first and possibly second vehicles are unknown. However, from surviving Midland Red records it is apparent from a check made by that Company's staff on 19th January 1926 that the "opposition" buses on the Yelvertoft road comprised a 14-seat Ford T and a 14-seat Vulcan. No doubt one belonged to Fred Rhodes and the other to Allen Evitts. The latter operator certainly ran Fords so probably the Vulcan belonged to Rhodes.

It is believed that Rhodes operated only one vehicle at a time and on 1st June 1927 he purchased from Messrs Grose Ltd of Northampton a fourteen-seat Chevrolet LM which may, or may not, have carried a Grose body. In Motor Tax records this vehicle was described as a charabanc but it is not known how accurate this description may have been. RP 4469 was the registration number carried by the Chevrolet.

Fred Rhodes retained his Chevrolet for a year and then replaced it with an all-weather bodied GMC seating twenty passengers, from 27th July 1928 when RP 6092 was registered. Following disposal of his services to Midland Red in September 1931, Fred Rhodes was permitted to retain RP 6092 for private hires but it is not known for how long he kept it.

*The Author is grateful to Peter Hale who has conducted in-depth research into Warwickshire bus operators for his assistance with information emanating from that County's perspective and to the Yelvertoft History Group for its assistance.*

# Bygone Buses

of  
NORTHAMPTONSHIRE

# NN-RH1

Page 4

**RHODES. Fred - YELVERTOFT**

## Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Nts
							New	S/H	W/D			
?	Vulcan?	?	?	?	B14	?	?	?	6/27?	?	?	1
RP 4469	Chevrolet	LM	15471	Grose?	Ch14	?	6/27	—	7/28?	Supp Grose Ltd, Northampton	?	2
RP 6092	G.M.C.	?	207938	?	AW20	?	7/28	—	-/32?	?	?	3

**Notes:** 1 - It is known that Rhodes owned either a Vulcan or a Ford in January 1926, the Vulcan being the most likely.  
 2 - RP 4469 last owned by D R Fox, Lichfield and last licensed 12/30.  
 3 - RP 6092 last owned by R Bond, Farnborough and last licensed 6/39.

**? Holidays & Open Road !**

---

Arrange **YOUR** trip to any part of the country by

**THE**

**MOTOR 'BUS**

COOL IN SUMMER !  
WARM IN WINTER !

**ELECTRIC LIGHT & COMFORT.**

14 SEATS ; and  
Accommodation for Passengers' Luggage.  
REASONABLE CHARGES.

---

Frequent Services Every Saturday between RUGBY  
and YELVERTOFT from Central Hotel Corner.

**F. RHODES, Yelvertoft.**

*An advertisement included in the 1924 Rugby Directory.*