

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-MO2  
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## Mortimer. William George Eastfields, Newton Road RUSHDEN

Apparently William George Mortimer was primarily a smallholder trading in Rushden but he owned one bus at a time with which he operated private hires, notably taking supporters to football matches and, even more notably, taking parties of girls to dances.

Mortimer certainly at one time owned a Chevrolet model LM bus seating fourteen passengers and registered RP 4777. If Mortimer bought it new he would have had it in July 1927 but registration records are vague on this point and Mortimer possibly did not acquire it until 14th January 1929. In any event Mortimer was RP 4777's final owner and this Chevrolet was last licensed on 24th March 1929. It is also recalled that William Mortimer bought a Bedford in the early 1930s.

Between the demise of RP 4777 in March 1929 and the arrival of the Bedford, William Mortimer purchased a twenty-six seat Studebaker saloon bus registered UT 3282 which dated from 1928 but was not acquired by Mortimer until November 1930, after a brief spell with a Colchester owner. Just a week after purchasing UT 3282 William Mortimer was booked by the Police for a minor motoring offence and in the ensuing paperwork was at this time described as a Bus Proprietor.

It is thought that Mortimer ran under the 1930 Road Traffic Act regulations for no more than a year or two before discontinuing his passenger carrying activities.

### Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Dates			Former Owner	Disposal	Nts
						New	S/H	W/D			
RP 4777	Chevrolet	LM	16520	?	B14	7/27	1/29?	3/29	?	No further owner	
UT 3282	Studebaker	?	3174205	?	B26	6/28	11/30	?	Furber, Colchester	?	1
?	Bedford	?	?	?	?	?	?	?	?	?	

Notes:- 1 - UT 3282 was last licensed 11/36.

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.