

Bygone Buses

of
NORTHAMPTONSHIRE

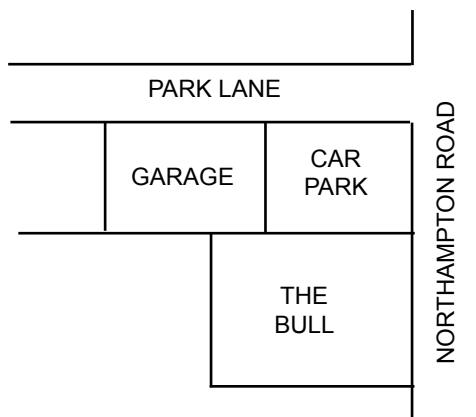
NN-SU2
Page 1

SURRIDGE, Alfred Roland & Reginald J t/a Surridge Bros and later Pullman Service The Stores, HARPOLE

Readers of paper NN-NU1 will know that the village of Harpole was, in the 1920s, served by two local bus firms. The above paper detailed the history of William Charles Nutt whilst this one relates the story of Roland and Reggie Surridge. The business was started by brothers Roland and Reginald Surridge in May 1921, operating from their home at the Central Stores, Harpole. The first Hackney Carriage Licence was granted to Reginald J Surridge in December 1921 and permitted buses to ply for hire from a stand in St. Andrew's Road, Northampton. Subsequent licences issued between 1922-5 were in the name of Surridge Bros but, thereafter, were in Alfred Roland Surridge's name only.

Evidently the Surridge brothers had been operating for a few months prior to applying for licences and at this time were using private land at the North Western Hotel in Marefair as the terminus for a service which plied between Harpole and Northampton via Upton and the main A45 road. Once again details of vehicles operated are far from complete but it seems certain that Surridge's first two buses were model T Fords. NX 163 was first on the scene being registered in May 1921 by the Rugby Autocar Co Ltd, followed by NH 250, replacing NX 163 by December 1925. As NH 250 was considerably older than NX 163, having earlier carried a van body, it is possible that NX 163 met an untimely end. NH 250 was later joined by another Ford T thought to have been purchased from A W Bird of Northampton, in October 1926, and registered R 4113. The Surridge brothers undoubtedly operated additional buses not shown in the rolling stock list on page 9. Private hire work and excursions from Harpole were undertaken as the opportunity arose and the business continued on this basis throughout the 1920s. In fact Reggie Surridge concentrated on running the Stores at Harpole whilst Roland Surridge ran the buses. By the end of 1925 it seems that Reggie no longer had a financial interest in the bus operations.

At an unknown date a corrugated iron garage was erected in Park Lane, Harpole adjacent to the car park of The Bull public house and this gradually developed into a general garage business offering cars for self-drive hire as well as for private hire and excursions.



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.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-SU2

Page 2

SURRIDGE BROS. - HARPOLE

During the latter half of the 1920s, probably in March 1927, a REO saloon bus was purchased from Messrs York, Ward & Rowlatt of Wellingborough, registered RP 1209. This had been new in May 1925 and operated by Harry Dunnett of Wellingborough.



A rear view of REO RP 1209 showing the high steps to be negotiated to give access to the vehicle - a far cry from today's low-floor buses! The picture also depicts Roland Surridge apparently in 'drag'!

Following the implementation of the provisions of the Road Traffic Act of 1930, it became necessary for Roland Surridge to apply for Road Service Licences to continue his operations. Accordingly, in September 1931, he submitted two applications, one for his Harpole - Upton - Northampton service, which was in due course given the Traffic Commissioners' reference TER 350/1, and the other for a group of eleven tours starting from Harpole, Central Stores. In fact only six destinations were granted under licence TER 350/2.

In March 1932 application was made to the Traffic Commissioners to run a Northampton mid-day workers' service between Marlow & Sons' Factory in St. George's Street and Junction Road. Initially covered by "Short Period" licences from 22nd March 1932, a substantive licence was granted on 26th August of that year as TER 350/3. By September 1932 applications had been made for additional excursions to Skegness, Leicester Races and for other minor events, duly being approved in November 1932.

SURRIDGE BROS. - HARPOLE

FARES.

Ordinary Single Fare 4d. Return 7d.
 Workmen's Buses Single 4d. Return 6d.
 Weekly Tickets 3/-
 School Children under 14 years
 Single 2d. Return 4d.
 Workers between 14 and 16 years
 Single 4d. Return 5d.
 Weekly Tickets 2/6
 Unemployed Single 4d. Return 6d. (any bus)

These fares to commence 1st December 1931

Pleasure or Private Parties Catered for
at Reasonable Terms.

PULLMAN SERVICE

BETWEEN

HARPOLE AND
NORTHAMPTON

Time Table & Fares

PROPRIETOR :

A. R. SURRIDGE, HARPOLE.

Monday, Tuesday, Thursday, Friday.

Leave Harpole	Leave Northampton St. Andrew's Rd
a.m.	a.m.
6 40	7 0
7 0 } W.B.	7 30
8 0	
11 30	1 45
p.m.	
3 0	4 0
4 15	5 0
4 45 } W.B.	5 30
	6 0
5 15	7 15
5 45	

Wednesday Service

Leave Harpole	Leave Northampton St. Andrew's Rd
a.m.	a.m.
6 40	7 0
7 0 } W.B.	7 30
8 0	
10 40	p.m.
	2 0
12 45	4 0
2 15	5 0
4 15	5 30 } W.B.
4 45	6 0
5 15	7 15
5 45	10 0
8 45	

Saturday Service.

Leave Harpole	Leave Northampton St. Andrew's Rd
a.m.	a.m.
6 40	7 0
7 0 } W.B.	7 30
8 0	11 0
9 35	12 0
10 30 } W.B.	12 30
11 15	1 0
	p.m.
	2 0
12 30	3 0
1 30	4 0
2 30	5 0
3 30	6 0
4 30	7 0
5 30	8 0
6 30	9 0
7 30	10 0
8 30	10 45
9 30	11 15
10 30	

Sunday Service.

Leave Harpole	Leave Northampton St. Andrew's Rd
	p.m.
	p.m.
1 30	3 5
5 30	6 15
8 15	9 0
9 15	9 45
	10 30

W.B. indicates Workmen's Bus.

While every endeavour is made to maintain this Service the proprietor does not hold himself responsible for any deviation from this time table.

A facsimile of Surridge's Harpole - Northampton service timetable at December 1931.

SURRIDGE BROS. - HARPOLE

Thereafter only minor changes were made to the Harpole - Northampton service, the mid-day workers' journeys continued unchanged and the excursions and tours licence was increased from two to three vehicles in 1934 and various excursions added, principally to Race Meetings and special events.

It may be recalled from the account of W C Nutt's business in paper NN-NU1 that this operator's services were sold to United Counties with effect from 29th January 1934. After this date Roland Surridge and United Counties were in competition for the patronage of Harpole residents and each ran a comparable service. Now that it was operating into Harpole, United Counties saw the benefit of consolidating its position by being able to provide the entire service and eliminating the inevitable duplication that existed with two operators running in parallel. Accordingly, United Counties negotiated with Roland Surridge with a view to taking over his operations and agreement was reached on 5th April 1935 for United Counties to purchase the goodwill of Surridge's licences at a valuation of £2,000. Surridge's three licences were:-

TER 350/1 Stage Harpole, Green - Northampton, St. Andrew's Road

TER 350/2 E&T From Harpole Central Stores

TER 350/3 Stage Northampton, St. George's Street - Northampton, Junction Rd

United Counties was not interested in Surridge's entire Excursions & Tours licence, only requiring the operations from Harpole to Northampton County Ground and Abington Park which facilities could be said to be in competition with the Company's stage-carriage services. Accordingly, United Counties applied to the Traffic Commissioners to incorporate Surridge's Harpole - Northampton journeys within the Company's existing Northampton - Daventry; Northampton - Upper Weedon and Northampton - Harpole services. The Marlow & Sons' lunch time shoe workers' service from St. George's Street to Junction Road also passed to United Counties and the Abington Park/County Ground excursions were added to the licence United Counties had applied for during its acquisition of Nutt's business in 1934. The required licences and modifications were duly granted by the Traffic Commissioners and United Counties took over Roland Surridge's former operations from Easter Monday, 22nd April 1935.

Thereafter Roland Surridge ran his excursions and undertook private hire work until 1940 when such activities had to cease. He also continued with his garage and car hire businesses. However, he additionally ran a stage-carriage service between Harpole and Northampton for one week in January 1936 and again in May 1937. These events were connected with road staff strikes at United Counties at these times. For the week in May 1937 Surridge was also granted a Short Period licence to run between NewDuston and Northampton to provide a facility for the travelling public on this route.

SURRIDGE BROS. - HARPOLE

For your next
Private Party
Ring up Harpole 9.

February, 1934.

PULLMAN SERVICE

TIME TABLE

between

HARPOLE AND NORTHAMPTON

St. Andrew's Road.

With the Compliments of

**A. R. SURRIDGE,
HARPOLE.**

Phone Harpole 9.

Monday, Tues., Thurs. & Friday.

Leave Harpole	Leave Northampton
6 35 a.m.	6 50 a.m.
7 0 "	7 30 "
8 0 "	8 30 "
11 30 "	1 45 p.m.
3 0 p.m.	4 0 "
4 15 "	5 0 "
5 0 "	5 30 "
5 15 "	6 5 "
5 45 "	7 15 "

WEDNESDAY.

Leave Harpole	Leave Northampton
6 35 a.m.	6 50 a.m.
7 0 "	7 30 "
8 0 "	8 30 "
10 40 "	12 0 "
1 0 p.m.	1 45 p.m.
2 15 "	2 0 "
3 0 "	2 45 "
4 15 "	4 0 "
5 0 "	5 0 "
5 15 "	5 30 "
5 45 "	6 5 "
8 45 "	7 15 "
	10 0 "

SATURDAY.

Leave Harpole	Leave Northampton
6 35 a.m.	6 50 a.m.
7 0 "	7 30 "
8 0 "	8 30 "
9 35 "	11 0 "
10 35 "	12 0 "
11 15 "	12 30 p.m.
12 30 p.m.	1 0 "
1 30 "	2 0 "
2 30 "	3 0 "
3 30 "	4 0 "
4 30 "	5 0 "
5 20 "	6 0 "
6 30 "	7 0 "
7 30 "	8 0 "
8 30 "	9 0 "
9 30 "	10 0 "
10 30 "	10 45 "
	11 15 "

SUNDAY.

Leave Harpole	Leave Northampton
1 30 p.m.	2 0 p.m.
2 15 "	3 5 "
5 30 "	6 15 "
8 15 "	9 0 "
9 15 "	10 5 "
	10 30 "

A facsimile of Surridge's Harpole - Northampton timetable at February 1934.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-SU2

Page 6

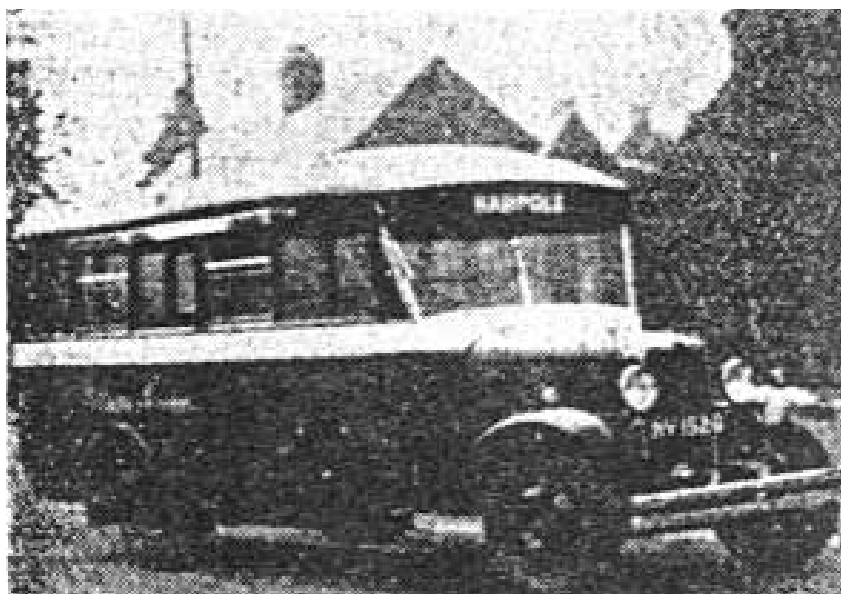
SURRIDGE BROS. - HARPOLE

Returning to the subject of rolling stock, Roland Surridge bought a second-hand Willowbrook bodied Bean registered RP 5529 from Messrs Grose Ltd circa March 1931. This had previously been operated by Alfred Grant of Higham Ferrers and Surridge ran it until June 1935.



RP 5529 was a Bean with Willowbrook twenty-seat bodywork previously run by A Grant of Higham Ferrers, in whose ownership it was when photographed.

In July 1932 Roland Surridge splashed out on a new Bedford WLB chassis onto which Messrs Grose Ltd of Northampton fitted a twenty-seat body and registered it NV 1526. Another handsome new Bedford coach was added to the fleet in October 1936 when NV 7892 was placed on the road.



An indistinct illustration of Grose bodied Bedford WLB - NV 1526.

SURRIDGE BROS. - HARPOLE



In this view Roland Surridge is seen alongside his attractive Grose bodied Bedford WTB registered NV 7892 in October 1936.

Two more Bedford coaches were added to Surridge's fleet before the War and both were second-hand machines. NV 1186 was a Grose bodied Bedford WLB supplied by Grose Ltd around May 1938 but previously operated by Stan Smith of Irthlingborough. The second Bedford was UD 7655, a Duple bodied WTB type that had earlier been run by Surman's Coaches of Chinnor. It is not known when Surridge bought this vehicle.

As mentioned earlier, Roland Surridge continued his business until 1940 when his coaches had to be laid up. It is understood that he had a good working relationship with Knight's Coaches of Denton. This latter firm moved to Northampton in 1935 and subsequently required additional vehicles for War work. Arrangements were made for Knight's to purchase Surridge's two Bedford WTB coaches NV 7892 and UD 7655 in January 1941. Bedford WLB NV 1526 was similarly sold to Smith's Coaches of Potterspury but the disposal of Bedford WLB NV 1186 has not been traced.

After the War, Roland Surridge had no wish to take up his Excursions & Tours licence, re-equip himself with coaches and recommence operations. Instead, the goodwill of his licence was sold to Knight's Coaches of Northampton in July 1948.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-SU2

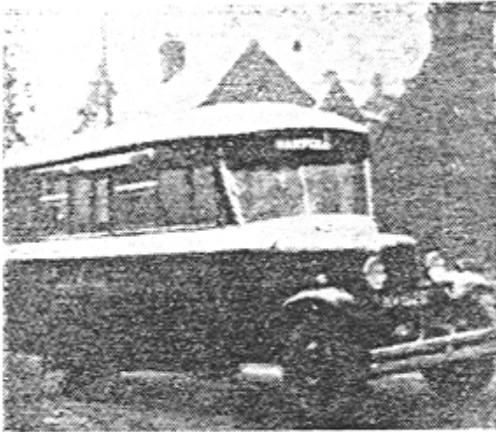
Page 8

SURRIDGE BROS. - HARPOLE

FOR AN IDEAL HOLIDAY

Consult

A. R. SURRIDGE



Garage & Motor Coach Proprietor

Cars and Coaches

for Private Hire & Excursions.

Drive Yourself—HILLMAN CARS FOR HIRE



HARPOLE : Northants.

Telephone : Kislingbury 29.

A facsimile of one of Surridge's advertisements, in this instance appearing in the Northampton Independent of 10th April 1936.

The Author gratefully acknowledges information supplied by the Harpole Heritage Group.

Bygone Buses

of
NORTHAMPTONSHIRE

SURRIDGE Bros. - HARPOLE

NN-SU2
Page 9

REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
NX 163	Ford	T	3203631		B14		5/21	-	12/25		No subsequent owner	
NH 250	Ford	T			B14?		6/16	by 12/25	11/27		No subsequent owner	
R 4113?	Ford	T			Ch14		-/20	10/26	by 11/27	A W Bird, Northampton		1
RP 1209	REO		119189	YW&R	B20R		5/25	c3/27	6/29	York, Ward & Rowlett, W'boro/ H Dunnett, Wellingborough	No subsequent owner	
?	?				?		?	?	?			2
RP 5529	Bean	30cwt	1234/11	Willowbrook	B20F	2163	5/28	c3/31	6/35	Grose Ltd, Northampton/ A Grant, Higham Ferrers	No subsequent owner	
NV 1526	Bedford	WLB	108622	Grose	B20F		7/32	-	-/40	Supp. Grose Ltd, N'pton	S E Smith, Potterspurty	
NV 7892	Bedford	WTB	110793	Grose	C25F		10/36	-	-/40	Supp. Grose Ltd, N'pton	H S Knight, N'pton (1/41)	
NV 1186	Bedford	WLB	108194	Grose	C20		3/32	c5/38	-/40	Grose Ltd, Northampton/ S Smith, Irthlingborough		
UD 7655	Bedford	WTB	110259	Duple Hendonian	C26R	6808	5/36	?	-/40	R C Surman, Chinnor	H S Knight, N'pton (1/41)	

Notes: - 1 - R4113 was probably the vehicle acquired from A W Bird of Northampton but this is not certain. Registration R4113 void 11/34.
 2 - Surrige must have owned a vehicle between 6/29 and c3/31. Northampton Borough Watch Committee Minutes suggest that Surrige had a 25 seater vehicle in 9/29.