

Bygone Buses

of
NORTHAMPTONSHIRE

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WEBSTER. Harry Gayton Road, EASTCOTE/ Eastcote Road, PATTISHALL

This is the story of Harry Webster who was born on 2nd October 1903 at the family home in Gayton Road, Eastcote. After leaving school he started work at the Gayton Brickyard where, in due course, he became the general mechanic responsible for keeping the yard's machinery well oiled and in good working order. Unfortunately the prosperity of the Gayton Brickyard declined and it closed for good at about the time of the 1926 general strike, making Harry Webster redundant in the process.

Harry Webster's attention to bus services was no doubt attracted by the operations of both Samuel Kirton of Eastcote, who ran from Astcote and Eastcote via Gayton and Milton Malsor to Northampton and Messrs. W E Coombs & Sons of Northampton, who ran on a route from the County Town via Rothersthorpe, Dalscote, Eastcote, Astcote, Pattishall, Foster's Booth, Cold Higham, Grimscote, Litchborough, Maidford, Adstone and Canons Ashby to Moreton Pinkney. Exactly what transpired between Harry Webster and W E Coombs has now been lost in history but Harry Webster, being unable to secure work, seized the opportunity to borrow capital from members of his family to purchase a second-hand Reo charabanc from Messrs. Allchin's of Northampton who, amongst other things, were agents for the sale of Reo vehicles. Harry Webster also took over the Northampton to Moreton Pinkney route from Messrs. W E Coombs & Sons but whether he purchased the goodwill of the service or whether Coombs just decided to cease operations is not known. Upon takeover in March 1928, Harry Webster certainly ran from Grimscote into Northampton, St. John's Street via Cold Higham, Foster's Booth, Pattishall, Astcote, Eastcote and Rothersthorpe. In economic terms, Coombs' was operating the route from the wrong end as any traffic flows that existed would have originated at the Moreton Pinkney end of the route for travel into Northampton rather than vice versa. Harry Webster, by running from Grimscote to Northampton, would have had a much greater chance of operating on a secure financial footing as people living in the villages to the west of about Maidford tended to lean towards Banbury for employment and shopping rather than to Northampton. It should be remembered that Francis Belgrove was also operating between Cold Higham and Northampton at this time.

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Torestyn" 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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WEBSTER. Harry - Eastcote/Pattishall

Harry Webster's original Reo charabanc had a canvas top and it provided a morning workers' journey into Northampton after which it was parked at Allchin's garage where the seats were removed. The vehicle was then used to carry leather between factories and tanneries in Northampton before having the seats replaced in time for it to operate mid-day shoe factory workers' journeys in town. In the afternoon similar arrangements were repeated prior to the Reo returning to Grimscote with the workers in the evening. On Wednesdays, Saturdays and Sundays additional shoppers' trips were made between Grimscote and Northampton in lieu of the freight work carried out on Mondays, Tuesdays, Thursdays and Fridays. The workers' morning facility may have been intermittent as reference to it was not included in the 1930 timetable but the timings reappeared in the 1932 issue.

REVISED TIME TABLES COMMENCING JUNE 11th, 1932.

H. WEBSTER'S BUS SERVICE

BETWEEN

Grimscote, Cold Higham, Fosters Booth, Pattishall, Ascote, Eastcote,
Banbury Lane, Rothersthorpe and Northampton

Leave	SATURDAY								SUNDAY				
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Grimscote ...	6 30	8 55	...	1 10	...	...	...	...	...	...	8 5	...	
Cold Higham ..	6 35	8 57	...	1 13	...	...	...	...	...	...	8 8	...	
Fosters Booth ...	6 40	9 0	10 30	1 15	2 45	4 40	6 20	9 45	10 0	1 55	5 15	8 10	9 30
Pattishall ...	6 43	9 3	10 33	1 18	2 48	4 43	6 23	9 48	10 3	1 58	5 18	8 13	...
Ascote ...	6 45	9 5	10 35	1 20	2 50	4 45	6 25	9 50	10 5	2 0	5 20	8 15	9 35
Eastcote ...	6 50	9 10	10 40	1 25	2 55	4 50	6 30	9 55	10 10	2 5	5 25	8 20	9 40
Banbury Lane ...	6 55	9 15	10 45	1 30	3 0	4 55	6 35	10 0	10 15	2 10	5 30	8 25	9 45
Rothersthorpe ...	7 3	9 20	10 50	1 35	3 5	5 0	6 40	10 5	10 20	2 15	5 35	8 30	9 50
Northampton, arr	7 15	9 35	11 5	1 50	3 20	5 15	6 55	10 20	10 35	2 30	5 50	8 45	10 5

Leave	WEDNESDAY								Monday & Friday			Tues & Thur.	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	a.m.	p.m.	
Grimscote ...	6 30	8 55	...	...	...	...	8 40	6 30	...	...	6 30	...
Cold Higham ...	6 35	8 57	...	...	...	...	8 43	6 35	10 0	...	6 35	...
Fosters Booth ...	6 40	9 0	10 30	1 15	2 45	4 40	8 45	6 40	10 5	...	6 40	...	
Pattishall ...	6 43	9 3	10 33	1 18	2 48	4 42	8 48	6 43	10 10	...	6 43	...	
Ascote ...	6 45	9 5	10 35	1 20	2 50	4 45	8 50	6 45	10 15	...	6 45	...	
Eastcote ...	6 50	9 10	10 40	1 25	2 55	4 50	8 55	6 50	10 20	4 30	6 50	4 30	
Banbury Lane ...	6 55	9 15	10 45	1 30	3 0	6 55	9 0	6 55	10 25	4 35	6 55	4 35	
Rothersthorpe ...	7 3	9 20	10 50	1 35	3 5	5 0	9 5	7 0	10 30	4 40	7 0	4 40	
Northampton arr.	7 15	9 35	11 5	1 50	3 20	5 15	9 15	7 15	10 45	4 55	7 15	4 55	

RETURN BUSES LEAVE NORTHAMPTON, ST. JOHN'S STREET on

SATURDAY : 7-45 a.m. 9-45 a.m. 12-20 p.m. 2 p.m. 3-45 p.m. 5-35 p.m. 8-45 p.m. 11 p.m.

WEDNESDAY : 7-45 a.m. 9-45 a.m. 12-20 p.m. 2 p.m. 3-45 p.m. 5-45 p.m. 9-40 p.m.

SUNDAY : 11 a.m. 3 p.m. 6-15 p.m. 8-50 p.m. 10-10 p.m.

MONDAY & FRIDAY : 7-45 a.m. 2 p.m. 5-45 p.m.

TUESDAY & THURSDAY : 7-45 a.m. 5-45 p.m.

PROPRIETOR HARRY WEBSTER, EASTCOTE.

*Facsimile of Harry Webster's Grimscote - Northampton timetable at 11th June 1932.
This route was operated with one vehicle.*

WEBSTER. Harry - Eastcote/Pattishall

Evidently Harry Webster made a success of his new bus service as he was able to afford a brand new Maudslay ML3E coach in January 1932, which carried a thirty-two seat Willowbrook body. This vehicle was somewhat unusual in having its saloon divided into two compartments with the one at the rear being earmarked for smokers. The coach concerned, NV 964, was supplied by Kingston Bros. of Blakesley who took Harry Webster's Reo charabanc in part exchange. With the acquisition of this vehicle the carriage of leather around the Northampton shoe factories ceased and the local service timetable was supplemented.



The only photograph of Harry Webster's Maudslay registered NV 964 that has so far come to light is this snap-shot showing just a small part of it with Brenda Webster standing in front.

In addition to being successful in his new business life, Harry Webster was also successful in his romantic life as, in the same year that he bought his first bus (1928) he married Kathlene Mary Higham who had moved with her family from West Haddon to nearby Foster's Booth some ten years earlier, after which time Harry and Kathlene had become acquainted. The newly married couple were eventually to have three children. First was Brenda Mary who was born on 25th May 1930 and was later to marry Bernard George; second was Colin Harry born on 15th February 1932 and much later the youngest son – Norman Leslie – was born on 19th March 1943. All three were to play a part in the Webster coach business.

WEBSTER. Harry - Eastcote/Pattishall

Returning to Harry Webster's bus operations, these were initially carried out from his home in Gayton Road, Eastcote, alongside which a corrugated iron garage was erected which held one bus and a car. After the War the front garden of the house was levelled and hardstanding laid in order that other buses could stand off the road. When the fleet exceeded three vehicles, the excess had to be parked on the highway.



Left: Harry Webster's home at Gayton Road, Eastcote, which comprised two cottages joined to form one. Right: The corrugated iron garage adjoining Harry Webster's home.

Throughout the 1930s, Harry Webster's business continued steadily and with little change until the acquisition of a second motor in June 1938. The chosen vehicle was a Bedford WTB, onto the chassis of which was mounted a body seating twenty-six passengers, built by Messrs. Holbrook of Loughborough. This coach was registered ANV 120 and it enabled Harry Webster to duplicate his stage carriage service and to compete more efficiently and effectively in the private hire market.

In 1939 Harry Webster intended to replace his 1932 Maudslay, NV 964, with a brand new coach of the same make. The vehicle was ordered through Maudslay and a Duple thirty-two seat coach body was chosen. In fact the vehicle was completed, painted in Webster's colours of cream and brown and the registration number BBD 289 was reserved for it and the plates fitted to the coach. However, Harry Webster did not take delivery of this machine as he anticipated immediate call-up to the Army and the Maudslay in question was diverted to another operator and given an alternative registration number. As it happened Harry Webster, because of his occupation and the importance of the work he was doing, was not called up, this being deferred by three-monthly dispensation notes on an ongoing basis throughout the War. As a result Harry Webster much regretted not having taken BBD 289 into stock, but it did at least significantly extend the life of NV 964 within the Webster fleet.

During the War Harry Webster was contracted to transport Prisoners of War stationed at a camp at Boughton, to the north of Northampton. One of Harry Webster's buses

WEBSTER. Harry - Eastcote/Pattishall

operated the workers' bus from Foster's Booth to Northampton – the timetable operating on an emergency schedule during the War – ran light to Boughton Camp for P.O.W. movements, returned empty to Pattishall in time to run at 8.30am from Pattishall via Eastcote and Astcote to Towcester Grammar School and finally back light to Eastcote. For the school contract Harry Webster was paid the princely sum of 10/-d (50p) per day. In the afternoons the bus operated the corresponding homeward journeys in the reverse order. Harry Webster's second vehicle was also committed to the Boughton Camp P.O.W. work and provided the remainder of the Foster's Booth – Northampton timetable along with any other work that was required and for which petrol was available. Depending on the work load, one bus would often be outstationed overnight at Boughton Camp.

In addition to the normal P.O.W. movements Harry Webster was required to operate what were known as "War Ag" contracts under which larger groups of P.O.W.s were transported to specific points to undertake work of a more major nature, such as land drainage schemes and the like. Again the Boughton Camp was the starting point for the "War Ag" work allocated to Harry Webster. During this period, when two coaches were operated, Harry Webster employed a full-time driver named Bill Jeffrey and Bill and Harry shared all the driving work between them during the War.

WEBSTER'S EMERGENCY BUS SERVICE BETWEEN Grimscote and Northampton (Bull and Butcher, Bridge Street).										
WEDNESDAY						SUNDAY				
Leave	a.m.	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.	p.m.
Grimscote ...	...	...	...	...	...	...	...	...	...	...
Cold Higham ...	...	...	...	...	...	...	...	...	...	...
Fosters Booth ...	6 40	9 15	1 0	...	...	1 55	5 0	8 0	...	...
Pattishall ...	6 43	9 18	1 3	...	...	1 58	5 3	8 3	...	...
Astcote ...	6 45	9 20	1 5	...	...	2 0	5 5	8 5	...	...
Eastcote ...	6 50	9 25	1 10	...	...	2 5	5 10	8 10	...	...
Banbury Lane ...	6 55	9 30	1 15	...	...	2 10	5 15	8 15	...	...
Rothersthorpe ...	7 0	9 35	1 20	...	...	2 15	5 20	8 20	...	...
Northampton arr.	7 15	9 50	1 35	...	...	2 25	5 35	8 35	...	...
Northampton dep.	...	12 0	3 0	5 50	...	2 40	5 45	9 0	...	...
SATURDAY						Mon. Tues. Thur. Fri.				
Leave	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.			
Grimscote ...	...	9 55	...	...	...	...	...	...	...	...
Cold Higham ...	...	9 58	...	...	...	...	...	...	...	...
Fosters Booth ...	6 40	10 0	1 15	4 40	6 20	6 40	...	...	...	...
Pattishall ...	6 43	10 3	1 18	4 43	6 23	6 43	...	...	...	...
Astcote ...	6 45	10 5	1 20	4 45	6 25	6 45	...	...	...	...
Eastcote ...	6 50	10 10	1 25	4 50	6 30	6 50	...	...	...	...
Banbury Lane ...	6 55	10 15	1 30	4 55	6 35	6 55	...	...	...	...
Rothersthorpe ...	7 0	10 20	1 35	5 0	6 40	7 0	...	...	...	...
Northampton arr.	7 15	10 35	1 50	5 15	6 55	7 15	...	...	...	...
Northampton dep.	...	12 30	2 15	5 35	8 20	...	5 45

Facsimile of Harry Webster's Emergency War-Time Bus Service Timetable.

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: WEBSTER. Harry - Eastcote/Pattishall :
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As the War proceeded, the number of P.O.W.s increased and in about 1944 Harry Webster was allocated an additional coach. The vehicle in question was registered BOX 921 and it was a Maudslay ML5A with thirty-two seat Duple body. By coincidence BOX 921 came from an Army depot situated at the village of Box in the West Country. Harry Webster and his son Colin, accompanied by Arthur Basford of the well-known Greens Norton coach firm of Basford's Coaches, drove down to Box in NV 964 with the intention of towing it back to Northamptonshire. When they got there, the Maudslay was the centre coach in a line of three vehicles and with very little effort its engine was turned over and started. As it was warming up, an Army Officer hastily approached and ordered that the engine immediately be turned off and that the coach be towed away from the depot. It seems that the Army had secured a new lorry on the strength of the engine of BOX 921 being beyond repair and it could have proved tricky if those in authority had seen the bus being driven away under its own power. BOX 921, which had a four-cylinder petrol engine, was duly towed away from the Army depot by NV 964 and once away from the site was then driven back to Eastcote with no difficulty. Webster's new acquisition proved to be an excellent vehicle that gave virtually no trouble to its new owners and it remained in the fleet until 1953.

In the post-War years new vehicles were exceedingly difficult to acquire. Those operators who did order coaches often had to wait several years before the manufacturers could supply them and, although Harry Webster had the opportunity to order a Leyland Tiger chassis, he did not take advantage of doing so. In fact the only machine to be acquired prior to 1950 was a sixteen year old forward-control Maudslay registered JC 1153 which was advertised for sale by Messrs. York Bros. of Northampton. This particular coach was fitted with a thirty-two seat body by Burlingham and it proved useful in helping Harry Webster to cope with the post-War demand for private hire work. The east-coast resorts of Hunstanton, Skegness, Yarmouth, Clacton and Southend proved to be the most popular destinations for Northamptonshire people anxious to visit the seaside in the post-War period.

Being a devotee of the products manufactured by the Maudslay Company Harry Webster placed an order for a Marathon III chassis. How early the order was placed is not now known but the vehicle in question was not completed until February 1950 when, fitted with thirty-three seat Whitson body, it was registered FNV 636. This coach significantly improved the fleet at the time and it took over from BOX 921 as Webster's flag ship.

An interesting event occurred in 1950 when, following the death of Cold Higham coach operator Francis Belgrove, his widow and daughter decided to dispose of their business early in 1950. The assets of the firm were sold at auction at the Angel Hotel in Northampton and Harry Webster was interested in the sale. In fact he was delayed in getting to the Hotel and although the bidding was not allowed to commence until his arrival it is not at all certain that he seriously intended to purchase the business. In any event Harry Webster was not the highest bidder and the outfit was sold to Harry Dunnett of Wellingborough who, prior to the Nationalisation of road freight transport as a result of the Transport Act 1947, had owned Direct Transport Services based at Wellingborough.

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WEBSTER. Harry - Eastcote/Pattishall



As with the snap-shot of Maudslay NV964 very little can be seen in this photograph of BOX 921 but at least part of the registration number is visible. The conductress having her photograph taken was Joy Bignall and she can be seen with a Williamson ticket punch.



A fine view of FNV 636 taken in London in 1950 soon after this handsome Whitson bodied Maudslay Marathon III was new. To the rear of FNV 636 is a tantalising glimpse of BOX 921, a 1936 Maudslay with Duple bodywork. (Photo courtesy ATPH/Hustwitt)

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■ **WEBSTER. Harry - Eastcote/Pattishall** ■
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Having the capital readily available, Harry Dunnnett bought Belgrove's coach business with the intention of installing Reg Tailby, his former engineer at the "Direct", as manager of Belgrove's. After the sale Harry Dunnnett found that there were no premises included in the purchase and, without an operating base, he was required to maintain the stage carriage service operation with immediate effect. The end result of this was that Harry Dunnnett quickly came to an arrangement for Harry Webster to buy the business on easy terms, to relieve him of the responsibilities gained from an acquisition probably made on the spur of the moment without sufficient consideration being given to the purchase.

It will be recalled that Harry Webster's service ran from Grimscote via Cold Higham, Foster's Booth, Pattishall, Astcote, Eastcote and Rothersthorpe to Northampton. Most of the timings operated by Francis Belgrove's service ran over exactly the same route between Grimscote and Northampton but a few ran via Astcote, Tiffield and A43 to Northampton whilst on Mondays to Saturdays a workers' bus was provided from Grimscote via Cold Higham, Foster's Booth, Astcote, the A5 to Towcester and the A43 via Blisworth to Northampton. In addition to stage carriage services Belgrove was licensed to operate excursions and tours from Cold Higham, picking up at Foster's Booth, Pattishall, Astcote, Eastcote, Tiffield, Caldecote and Rothersthorpe, and the destinations included on the licence passed to Harry Webster.

A total of three serviceable vehicles were transferred from the former Belgrove fleet to Harry Webster, together with a Commer chassis. The vehicles in question included Belgrove's only modern vehicle which was a Guy Arab powered by a Gardner 6LW engine, equipped with a Thurgood body and registered DRP 256. This vehicle had been new to Belgrove and its thirty-five seats were nearer to bus than coach specifications, as it was primarily acquired for service operation. The other two vehicles taken over from Belgrove comprised FT 2849 - a S.O.S. IM6 with Short body seating 34 passengers - and ARP 727, a twenty-six seater Commer.

The year 1950 turned out to be an eventful one for Harry Webster as no sooner had the business of F W Belgrove passed into his hands than that of neighbouring bus operator S W Kirton of Eastcote was likewise acquired. Walter Kirton had operated from Astcote via Eastcote, Gayton and Milton Malsor to Northampton since 1922, but at a later date the route was extended in a westerly direction from Astcote via Pattishall to Foster's Booth and it was running from this point when Harry Webster took over the operation on 1st May 1950, from Walter Kirton's son, Philip. Kirton's service was being operated by WJ 9412, a 1934 Maudslay ML3 with a Plaxton body that had been rebuilt after the War by Messrs Grose Ltd of Northampton in 1947.

It so happened that, in 1950, Harry Webster's son Colin was running a newspaper delivery service based on Eastcote and, at the time, Colin was due to be called up for National Service. By co-incidence Philip Kirton was looking for a small business for his

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WEBSTER. Harry - Eastcote/Pattishall



This elegant Thurgood bodied Guy Arab III coach registered DRP 256 was acquired by Harry Webster from Francis Belgrove in March 1950 and retained in the fleet for about ten years.



Possibly the most unusual of the vehicles taken over from Belgrove's fleet was this S.O.S. IM6 model with Short bodywork, registered FT2849, although it was never used in service by Harry Webster.

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WEBSTER. Harry - Eastcote/Pattishall



Commer ARP 727 with its attractive fully-fronted bodywork was photographed at Belgrove's property at Cold Higham in the snow of the winter of 1947. Harry Webster obtained about three year's service from it.



Philip Kirton's contribution to the Webster fleet was this Plaxton bodied Maudslay ML3 registered WJ 9412 and photographed in the yard of the Plough Hotel, Northampton whilst still in Kirton's ownership. (Photo courtesy of the Omnibus Society).

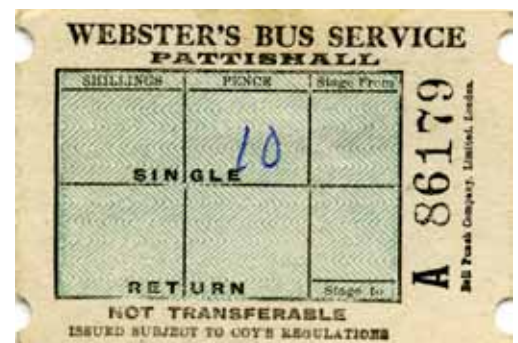
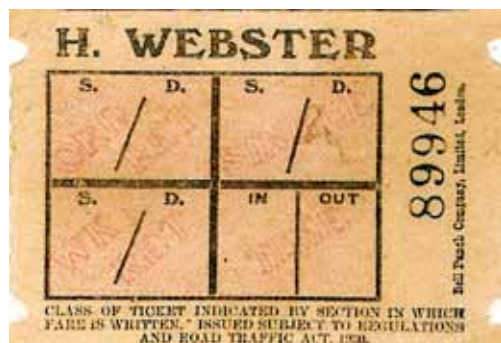
WEBSTER. Harry - Eastcote/Pattishall

daughter and agreement was reached for the newspaper delivery business to pass to Philip Kirton in part exchange for the bus business! It is also of interest to note that Philip Kirton's sister - Pearl - who had acted as conductress on the Kirton service since 1944, transferred to Harry Webster's employment and remained a conductress until 1982 - surely a record!

Philip Kirton was licensed by the Traffic Commissioners to operate certain excursions from Eastcote with additional picking up points at Astcote, Pattishall, Foster's Booth and Gayton and Harry Webster applied to have the licence renewed in his name. In the post-war years almost all coach operators jealously guarded and protected their excursion and tours licences even though most of them were virtually of no value whatsoever and few operators licensed to pick-up at such villages as those listed for Messrs. Belgrove, Kirton and Webster ever exercised their operating rights.

Clearly, the population of the villages being served by the erstwhile Belgrove and Kirton services into Northampton and Webster's own route could not continue to support the facilities being provided. Now that all three routes were under Harry Webster's control steps were taken, in the autumn of 1951, to rationalise the operations to retain a similar level of service but operated by fewer vehicles. It is understood that at this time a suitable journey was added to enable office and shop workers to arrive in Northampton for a 9.00am start. The slack in the three operator's timetables was such that an exercise of this nature was not difficult to achieve and yet the action taken provided considerable economies in the operation of the services.

In the early days of Harry Webster's business, Williamson ticket punches were used with Bell Punch, and possibly Williamson, ticket stocks. With the acquisition of the businesses of Belgrove and Kirton in 1950, the Bellgraphic ticket machines previously used by Belgrove and the ticket punches previously used by Kirton were indiscriminately used by Harry Webster, with their former owner's titled ticket stocks. After about a year, Bellgraphic tickets with the "H Webster" name were introduced and by the late 1950s, Bellgraphic tickets entitled "Webster's Bus Service, Pattishall" were in use. Later still, untitled stock tickets became the order of the day. The Bellgraphic ticket dispensers were themselves replaced by Almex E-type machines in the latter half of the 1970s. Pre-printed weekly tickets were issued by Harry Webster, probably from the 1930s, at first titled "H Webster, Eastcote" and later "H Webster, Pattishall". A few examples of tickets follow.



Early and late examples of Webster's Bellgraphic tickets.

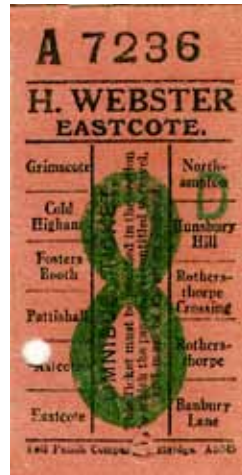
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Above:- An Almex machine printed ticket.

Left:- A Weekly Ticket dated 6th January 1956 and adapted for use on five instead of its intended six-day use. The ticket stock was printed in September 1934.

Centre:- A Bell Punch 8d Geographical ticket.

Other operational developments included a change to the Towcester Grammar School contract where increased loads led to the provision of two coaches instead of one. The first vehicle started at Gayton and proceeded via Eastcote and Astcote to the Grammar School and the second coach started at Pattishall and ran via Foster's Booth, Cold Higham, Grimscote and Litchborough to Towcester.

In May 1952 Harry Webster's eldest son, Colin, came out of the Forces and joined his father's business as a mechanic and driver. Within a few years Colin was to make his presence felt as, whilst his father was perfectly happy to continue with a small fleet of vehicles, making a steady living the way he always had, Colin had the energy and ambition to require more. By this time Harry Webster's next door neighbour at Eastcote was getting a bit fed up with having coaches parked around his home and on the street. It so happened that the gentleman concerned owned some land in Eastcote Road, Pattishall and was only too glad to sell an area to Harry Webster in order that he could open up an operating centre at this more suitable location. In 1953 a wooden garage was purchased and erected on the Pattishall site and it is interesting to note that this structure had originally been used to house a sawdust training ring used by a Miss Vinnings of Towcester for the training of Fossett's circus horses. Having negotiated the purchase of the building the Websters cut down the bodywork of BOX921 to convert it into a type of flat lorry. This vehicle was then despatched to Towcester to return the dismantled building to Pattishall for re-erection as a coach garage. Later on, in 1957, Harry Webster built himself a bungalow alongside the garage at Pattishall and moved with his wife from Eastcote to their new home.

In the mid-1950s the stage carriage services were once again revised. Three vehicles were engaged on the route with one operating from Grimscote via Foster's Booth, Pattishall,

WEBSTER. Harry - Eastcote/Pattishall

Astcote, Caldecote and Tiffield to Northampton (ex-Belgrove); the second running from Foster's Booth via Pattishall, Astcote, Eastcote, Gayton and Milton Malsor to Northampton (ex-Kirton) and the third running from Pattishall via Foster's Booth and Rothersthorpe to Northampton (original Webster route). Collectively the three vehicles were not paying and Colin Webster devised a scheme to reduce the operation to two vehicles by omitting Caldecote and Tiffield and using the vehicles more intensively by amending and spreading the timings to avoid two buses leaving either end of the route simultaneously and operating via different routes to their destinations. A circular route via Eastcote, Pattishall and Foster's Booth was introduced at this time in order that, for example, a journey from Northampton would both set-down and pick-up for the return journey on a single circuit of the above villages.

In the years 1953 to 1956 one vehicle entered the Webster fleet each year. RRE 666, a Maudslay Marathon dating from 1949, joined Webster's in 1953 after Harry and Norman travelled to Glamorgan Motorways' premises to purchase it in part exchange for the ex-Belgrove Commer ARP 727. This 33-seat vehicle was used for private hires and seaside trips and proved a useful acquisition. The year 1954 saw the arrival of an ex-Gliderway Foden registered MHA 414 and this also was used for coaching work in its early years with the Webster family. Seeing an advertisement for a Bristol L5G in excellent condition, Colin Webster visited its owner, a Mr Lacey of Brixton, and was so impressed he bought it, in 1955, for the very reasonable sum of £350. The bus concerned was EEL 801 and it had originated in the Hants & Dorset fleet. Colin Webster acquired it specifically to operate the stage carriage route from Grimscote to Northampton and it gave several years of excellent service before being relegated to other duties. For 1956 delivery a 1954 Commer Avenger II ex-demonstration coach was acquired with Whitson 41-seat coachwork, which on delivery was registered NBD 176 and took pride of place in the fleet.



Harry Webster bought this attractive Harrington bodied Foden, registered MHA 414, from Gliderways of Smethwick in 1954. (Photo courtesy R H G Simpson)

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WEBSTER. Harry - Eastcote/Pattishall



The first Bristol in the Webster fleet was this L5G model registered EEL 801. It carried a 35-seat Eastern Coach Works body. (Photo courtesy R Marshall)



NBD 176 was a Commer Avenger II demonstrator new in 1954 with 41-seat Whitson coachwork that was bought by Harry Webster in March 1956. (Photo courtesy DM Bailey)

WEBSTER. Harry - Eastcote/Pattishall

No other rolling stock was bought until the spring of 1958 when two second-hand machines were obtained. The first, registered PFH 666, was a two year old Commer Avenger with forty-one seat Duple Vega body which turned out to be a very reliable purchase and this vehicle shared the more arduous coaching and private hire work with NBD 176. The second coach was LTD 704, a Harrington bodied Foden, which dated back to 1949 and was probably acquired to replace the ex-Glamorgan Motorways Maudslay Marathon RRE 666.



The Duple Vega bodywork of PFH666, a Commer Avenger, was in extremely good condition as this photograph shows. (Photo courtesy R H G Simpson)

In the 1957/8 period, when Plessey were widely recruiting labour for their Caswell plant, Webster's acquired contracts to operate from both Northampton, Campbell Square and Kislingbury to the above factory. These routes were operated as express services in order that separate fares could be charged. Previously Wesley's Coach services had held similar licences and when the operations ceased to fit conveniently within Wesley's schedules, Webster's were sub-contracted to carry out the work. After a time Bill Wesley handed over the contracts to Harry Webster, lock, stock and barrel.

Harry Webster's youngest son – Norman – joined the family business in March 1958 after leaving school. At first he undertook engineering training until he was old enough to drive PSVs. A little later, Harry's son-in-law, Bernard George, joined the firm in 1960 as the office administrator and a year later Bernard's wife (and Harry's daughter) – Brenda – also joined the family business as Secretary and additionally acted as a conductress for many years.

WEBSTER. Harry - Eastcote/Pattishall

In 1958 the Helmdon bus and coach operator Sam Walters decided he would sell his business and both Harry Webster and Arthur Basford of Greens Norton were interested in acquiring this firm, to say nothing of Sam Walter's senior driver, Jack Jeffs. However, it transpired that Harry Webster was to be the purchaser, taking over with effect from 1st June 1958. Sam Walters operated one stage carriage service on Wednesdays, Saturdays and Sundays from Greatworth, Culworth and Helmdon via Wappenham, Abthorpe, Towcester and the A43 road to Northampton. He ran another route from Helmdon via Sulgrave and Thorpe Mandeville to Banbury on Thursdays only. Furthermore, Sam Walters provided express journeys on Works contracts to the Plessey Factory at

W. E. Coombs & Sons

Moreton Pinkney, Canons Ashby, Adstone, Maidford, Litchborough, Grimscote, Cold Higham, Foster's Booth, Pattishall, Astcote, Eastcote, Rothersthorpe, Northampton.

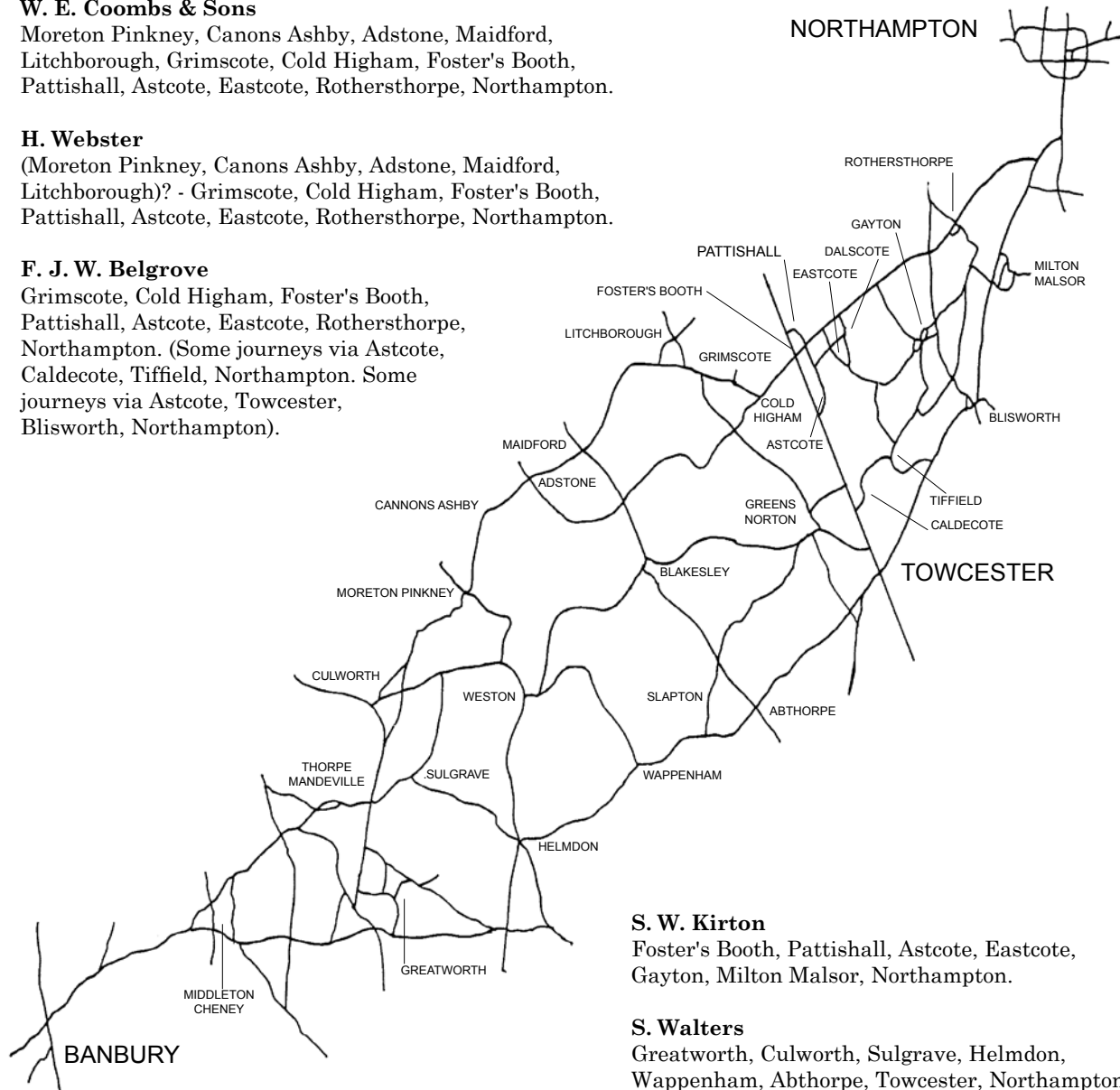
H. Webster

(Moreton Pinkney, Canons Ashby, Adstone, Maidford, Litchborough)? - Grimscote, Cold Higham, Foster's Booth, Pattishall, Astcote, Eastcote, Rothersthorpe, Northampton.

F. J. W. Belgrove

Grimscote, Cold Higham, Foster's Booth, Pattishall, Astcote, Eastcote, Rothersthorpe, Northampton. (Some journeys via Astcote, Caldecote, Tiffield, Northampton. Some journeys via Astcote, Towcester, Blisworth, Northampton).

NORTHAMPTON



S. W. Kirton

Foster's Booth, Pattishall, Astcote, Eastcote, Gayton, Milton Malsor, Northampton.

S. Walters

Greatworth, Culworth, Sulgrave, Helmdon, Wappenham, Abthorpe, Towcester, Northampton. Helmdon, Sulgrave, Thorpe Mandeville, Banbury.

A diagram showing the routes of Harry Webster's services.

WEBSTER. Harry - Eastcote/Pattishall

Towcester, operating from both Helmdon and Weston. An excursion and tours licence for vehicles starting from Helmdon and picking up locally was also held by Walters. Harry Webster applied for, and was granted, licences for all the above operations but it was not long before the Northampton to Greatworth service was truncated, first at Culworth, and then at Helmdon.

The five vehicles acquired with Sam Walters business comprised a 1950 Leyland Tiger registered FNV 769 and four Daimlers dating from the 1947 to 1952 period. These latter coaches carried the registration numbers FKV 470, ERP 738, LWE 432 and HNV 322 with the first three being CVD6 examples whilst HNV 322 was a D650HS with Burlingham Seagull body. It seems that FKV 470 was not used by Harry Webster.

Included in the purchase was Sam Walter's garage premises situated in Wappenham Road,

WEBSTER'S COACHES

HELMDON TO NORTHAMPTON SERVICE

	Wednesdays			Saturdays			
Helmdon	...	9 15	1 30	...	9 15	1 30	4 45
Wappenham	...	9 25	1 40	...	9 25	1 40	4 55
Slapton Bridge	...	9 28	1 43	...	9 28	1 43	4 58
Abthorpe	...	9 30	1 45	...	9 30	1 45	5 00
Towcester	...	9 40	1 55	...	9 40	1 55	5 10
Northampton	...	10 00	2 15	...	10 00	2 15	5 30
Northampton	...	12 10	4 45	...	12 10	3 15	6 00
Towcester	...	12 30	5 00	...	12 30	3 35	6 20
Abthorpe	...	12 40	5 10	...	12 40	3 45	6 30
Slapton Bridge	...	12 42	5 12	...	12 42	3 47	6 32
Wappenham	...	12 45	5 15	...	12 45	3 50	6 35
Helmdon	...	12 55	5 25	...	12 55	4 00	6 45

HELMDON TO BANBURY SERVICE

	Thursdays Only			
Helmdon	...	9 30	1 00	
Sulgrave	...	9 40	1 10	
Thorpe Man.	...	9 45	1 15	
Banbury	...	10 00	1 30	
Banbury	...	12 00	2 50	5 00
Thorpe Man.	...	12 15	3 05	5 15
Sulgrave	...	12 20	3 10	5 20
Helmdon	...	12 30	3 20	5 30

Facsimile of the Helmdon - Northampton and Helmdon - Banbury timetables inherited from Sam Walters and operated until 1967.

Helmdon which Webster's retained in order that a driver residing in the village could continue to operate a workmen's contract from the Brackley area to the Plessey Factory at Towcester. The garage was retained until the contract terminated in the mid-1980s and was later sold in 1988.

The construction of the London to Yorkshire Motorway M1 was taking place in the latter half of the 1950s and during this time Colin Webster bought and operated his own lorry, undertaking work for John Laing & Company who were the main contractors engaged on the part of this road that passed through Northamptonshire. At the same time R W Meakin Construction was undertaking work for British Rail at a site near Bugbrooke and whilst Colin Webster was chatting to Meakin's men, a chance enquiry led to the hire of one of Webster's coaches to take a party of workers to a boxing match. Following this hire, Meakin's foreman called at Pattishall Garage to pay for the hire and on seeing Colin Webster

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WEBSTER. Harry - Eastcote/Pattishall



From Sam Walters' stable came this very acceptable Leyland Tiger PS2 with Whitson thirty-three seat body. It was registered FNV 769 and served Webster's for seven years. Still bearing the Walters name on the nearside destination screen, FNV 769 was in fact operating for Webster's along with NBD 176 at the rear. (Photo courtesy D M Bailey)



In this view, ERP 738, Sam Walters' Plaxton bodied Daimler CVD6 can be seen parked in Banbury. (Photo courtesy Roy Marshall)

WEBSTER. Harry - Eastcote/Pattishall



Sam Walters' attractive Burlingham bodied Daimler D650HS registered HNV 322 can be seen in this illustration. (Photo courtesy ATPH/Hustwitt)

with his lorry once again, offered Colin work for the lorry. Colin Webster's acceptance of this offer led to Meakin's hiring small items of plant, such as pumps and compressors, and this in turn led to Colin Webster forming a separate company of his own, in 1959, entitled "Webster's Plant Hire Ltd". When electrification of the Euston – Birmingham railway line commenced, Meakin's were engaged on raising the various bridges over the railway line and thus the opportunity arose for Colin Webster to hire plant required for these operations. From tiny beginnings Colin built up one of the largest plant hire firms in the area. Running Webster's Plant Hire occupied all Colin's time and thus he had to leave the coach business following the formation of his own company in 1959.

R W Meakin Construction's engagement on British Rail work led to a requirement for buses to move construction workers to the various sites, particularly at weekends. Arrangements were therefore made with Harry Webster for Meakin's to hire Bristol L5G - EEL 801, Guy Arab DRP 256 and four ex-United Counties Bristol JO5Gs - VV 5041/2 and VV 6255/8 - acquired by Webster from Fleet Car Sales of Dunchurch between February and May 1959. Initially Meakin's supplied their own drivers and so just the buses were hired from Webster's and these operated to just about all road access points to the rail line between Leighton Buzzard and Coventry. Eventually the hirings became daily rather than just at weekends and from these small beginnings, up to about twenty vehicles were destined to be on hire at one time. In addition to coaches, Webster's hired many vans for use on the British Rail contracts.

WEBSTER. Harry - Eastcote/Pattishall

In order for Bristol L5G - EEL 801 - to be released for contract duties, Harry Webster bought an ex-Maidstone & District A.E.C./Beadle coach from Fleet Car Sales of Dunchurch. This vehicle was registered MKT800 and when acquired it was used for stage carriage work although in later years it was relegated to contract duties.



*The A.E.C./Beadle integral bus MKT800 frequently operated on Webster's stage carriage services in its early years with the firm and prior to its relegation to contract duties.
(Photo courtesy R Marshall)*



*VV 6255 was one of four former United Counties' Bristol JO5G Eastern Coach Works bodied saloons bought by Harry Webster from Fleet Car Sales of Dunchurch in 1959 in connection with British Rail electrification work.
(Photo courtesy D M Bailey)*

WEBSTER. Harry - Eastcote/Pattishall

At the same time Harry Webster acquired his first double-deck bus and this was ACK 781, a Daimler CWA6 with Brush fifty-three seat bodywork, which was purchased from the north Bucks operator, Wesley's Coach Services of Stoke Goldington. Harry Webster and the Wesley Brothers were good friends and a number of ex-Wesley vehicles were taken into the Webster fleet over the years. Harry Webster acquired the double-decker to operate a new school contract which he had acquired in September 1958 to convey scholars from Bugbrooke to Duston School on two single-deck vehicles. As the loadings could be accommodated on one double-deck, Harry Webster chose to follow this path from the start of the January 1959 school term.



*Harry Webster's first double-decker was this Daimler CWA6 with Brush 53-seat bodywork and registered ACK 781, purchased from Wesley of Stoke Goldington for school contract work.
(Photo courtesy D M Bailey)*

Returning to the subject of British Rail electrification contract work, a considerable number of buses and coaches were taken into Webster's fleet, operated until they were to all intents and purposes run into the ground, and then disposed of for scrap. Replacement vehicles were acquired from dealers and the whole process repeated. Between 1959 and 1965 well over sixty buses and coaches were purchased, nearly all for contract operation. Few were repainted in Webster's colours of cream and brown and an amazing variety of vehicles were operated which included examples of A.E.C., Albion, Bedford, Bristol, Commer, Crossley, Daimler, Dennis, Foden, Guy, Leyland, Maudslay and T.S.M. chassis equipped with an equally varied selection of body manufacturers products. Here follows a selection of photographs of vehicles acquired by Harry Webster during the 1960 to 1965 period.

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WEBSTER. Harry - Eastcote/Pattishall



*Typical of the second-hand rolling stock entering Webster's fleet circa 1960 was this handsome Harrington bodied Daimler CVD6 registered FVE 559, which had previously been operated by Burwell & District, in whose livery it remained whilst in Webster's ownership.
(Photo courtesy R Marshall)*



*This Burlingham bodied Leyland Tiger PS2 was acquired by Harry Webster in December 1960 and remained in the fleet for six years. It was registered FET 727.
(Photo courtesy R H G Simpson)*

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WEBSTER. Harry - Eastcote/Pattishall



*EFV 454 was another Leyland Tiger PS2 but this time with Harrington coachwork.
(Photo courtesy R Marshall)*



*Harrington bodywork again features in this photograph but this time on a Daimler CVD6
chassis. GVE 781 was another former Burwell & District coach.*

(Photo courtesy T Richardson)

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WEBSTER. Harry - Eastcote/Pattishall



GBU 37 was an example of a Leyland Tiger PS2 equipped with Plaxton thirty-three seat coachwork and was bought by Harry Webster in November 1961.

(Photo courtesy R H G Simpson)



Trans-United was the bodybuilder of RNW 280, the chassis of which was an A.E.C. Regal III. It gave Webster's about six years service.

(Photo courtesy R H G Simpson)

WEBSTER. Harry - Eastcote/Pattishall



Windover bodied this A.E.C. Regal III registered KGY 344, which, like so many second-hand vehicles purchased by Webster's for contract operations, was never repainted into the firm's cream and brown or grey and red liveries. (Photo courtesy R H G Simpson)



OFW 818 was an example of a Commer Avenger chassis with Duple Vega coachwork and it was bought by Harry Webster in November 1963.

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WEBSTER. Harry - Eastcote/Pattishall



Whitson was the bodybuilder of FNV 946, a Leyland Tiger PS2 which was new in 1950 to L J Adams of Rothwell, Northants. (Photo courtesy R H G Simpson)



LTA 893 was earlier in the Royal Blue fleet and it comprised a Bristol LL6B chassis with an elegant Duple thirty-seven seater body. (Photo courtesy R H G Simpson)

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WEBSTER. Harry - Eastcote/Pattishall



Originally in the Reliance of Newbury fleet, this Burlingham bodied A.E.C. Regal III joined the Webster operation in May 1964. It carried the registration number JTX 667.

(Photo courtesy M R Knight)



One of the more attractive coaches imported into the Webster fleet in 1964 was BNH 848, an A.E.C. Regal III with Burlingham coachwork which was bought from Johnson of Hanslope.

(Photo courtesy R H G Simpson)

WEBSTER. Harry - Eastcote/Pattishall



How different A.E.C. Regal IIIs could look with the bodies of alternative coachbuilders. LAL 927, also bought by Webster's in 1964, had a Beccols body built to a fully-fronted design. (Photo courtesy R H G Simpson)

The profit generated from the contract operations enabled four brand new coaches to be bought during the same 1959 - 65 period. First came TRP 965, in July 1959, when a Ford 570E chassis was chosen with the rather inelegant Burlingham Seagull body being built at the time. This was the last new coach to be painted in the traditional cream and brown livery favoured by Webster's from the time the firm started. The other three new coaches were delivered at the rate of one a year between 1963 and 1965 as follows:

850 DNV - Bedford SB/Duple Bella Vega - C41F - New 4/63.

BRP 344B - Ford 570E/Duple Northern Firefly - C41F - New 7/64

DRP 936C - Bedford SB5/Plaxton Embassy - C41F - New 3/65.

850 DNV was the first coach to be painted in a new livery of two-tone grey and red which was to become standard until 1987. The new vehicles were all used on the stage-carriage routes, on school contracts and for private hire commitments.

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WEBSTER. Harry - Eastcote/Pattishall



Webster's first new coach for a number of years was this ungainly Burlingham Seagull bodied Ford registered TRP 965 and numbered 17 in the fleet. (Photo courtesy R Marshall)



New to the Webster fleet in April 1963 was 850 DNV, a Bedford SB5 with Duple Bella Vega coachwork. (Photo courtesy M R Knight)

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WEBSTER. Harry - Eastcote/Pattishall



The 1964 season saw the entry into stock of BRP 344B - a Ford 570E with Duplex Northern Firefly body. It was parked at the Mayorhold, Northampton whilst operating the local service when this photograph was taken. (Photo courtesy M R Knight)



DRP 936C was the chosen vehicle for March 1965 delivery and this was a Bedford SB5 with most attractive Plaxton Embassy IV coachwork seating forty-one passengers. (Photo courtesy A D Broughall)

WEBSTER. Harry - Eastcote/Pattishall

WEBSTER'S BUS SERVICE

Grimscote (The Turn) and Northampton (The Mayorhold)

Phone : Pattishall 277.

Commencing Wednesday, April 1st, 1964

	Mon. Tues.		Wednesday						Saturday											
	Thurs.	Fri.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Grimscote					10 10		2 10					10 0		2 10					7 15	
Cold Higham					10 13		2 13					10 2		2 13					7 18	
Fosters Booth	6 35	7 45	6 35	7 45	9 10	10 15	1 0	2 15	5 5	6 35	7 45	9 0	10 5	12 0	1 0	2 15	3 30	5 5	6 10	7 20
Pattishall ...	6 37		6 37		9 12	10 17	1 2	2 17	5 3	6 37		9 2	10 7	11 58	12 58	2 17	3 28	5 7	6 8	7 22
Astcote ...	6 40	7 48	6 40	7 48	9 15	10 20	1 5	2 20	5 0	6 40	7 48	9 5	10 10	11 55	12 55	2 20	3 25	5 10	6 5	7 25
Eastcote ...	6 43	7 51	6 43	7 51	9 20	10 25	1 10	2 25	4 55	6 43	7 51	9 10	10 15	11 50	12 50	2 25	3 20	5 15	6 0	7 30
Banbury Lane	6 46	7 54	6 46	7 54	9 23	10 28	1 13	2 28	5 8	6 46	7 54	9 13	10 18	12 5	1 5	2 28	3 35	5 18	6 15	7 33
Rothersthorpe	6 50	7 58	6 50	7 58	9 25	10 30	1 17	2 32	5 12	6 50	7 58	9 17	10 22	12 9	1 9	2 32	3 38	5 22	6 18	7 36
Northampton	7 10	8 13	7 10	8 13	9 40	10 45	1 30	2 45	5 27	7 10	8 13	9 30	10 35	12 25	1 25	2 45	3 55	5 35	6 35	7 48

Northampton	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Northampton	5 30	6 0	9 40	12 0	1 35	3 0	4 35	5 30	6 0	8 20	9 35	11 30	12 30	1 35	3 0	4 0	5 40	6 40	8 30
Rothersthorpe	5 40	6 10	9 50	12 10	1 45	3 10	4 45	5 40	6 10	8 30	9 45	11 40	12 40	1 45	3 10	4 10	5 50	6 50	8 40
Banbury Lane	5 45	6 15	9 55	12 15	1 50	3 15	4 50	5 45	6 15	8 35	9 50	11 45	12 45	1 50	3 15	4 15	5 55	6 55	8 45
Eastcote ...	5 50	6 20	12 20	1 55	3 20	4 55	5 50	6 20				11 50	12 50	1 55	3 20	4 20	6 0	7 0	8 50
*Astcote	5 55	6 25	12 25	2 0	3 25	5 0	5 55	6 25				11 55	12 55	2 0	3 25	4 25	6 5	7 5	8 55
*Pattishall ...	5 58	6 28	12 28	2 3	3 28	5 3	5 58	6 28				11 58	12 58	2 3	3 28	4 28	6 8	7 8	8 58
*Fosters Booth	6 0	6 30	10 0	12 30	2 5	3 30	5 5	6 0	6 30		9 55	12 0	1 0	2 5	3 30	4 30	6 10	7 10	9 0
*Cold Higham	6 2	6 32	10 2		2 7	3 32		6 2	6 32		9 57			2 7		4 32		7 12	
*Grimscote	6 2	6 32	10 5		2 10	3 35		6 2	6 35		10 0			2 10		4 35		7 15	

Passengers conveyed to Villages marked * if required when scheduled.

TOWCESTER (Fridays only) Grimscote 9-22 a.m. Cold Higham 9-25 Fosters Booth 9-28 Pattishall 9-30 Astcote 9-35 Depart Towcester Market Sq. 11-5 a.m.

Facsimile of Harry Webster's Grimscote - Northampton timetable at 1st April 1964, by which time the Sunday service facilities had ceased but a good level of service on market days was still being provided.

Following the completion of the British Rail contracts in 1966 it was necessary for Webster's to look elsewhere for similar contract work. Nothing on the same scale as the British Rail commitments were available but Webster's were successful in gaining work with a number of building contractors to transport construction workers to and from various sites in the area. Two firms for which these facilities were provided were Henry Boot Ltd., in the Brackley and Bicester areas and Robert Marriott Ltd at Rushden, both of these firms being involved with sizable building and construction work projects. Then, in the early 1970s, came the development of the new city of Milton Keynes which provided many new opportunities for the provision of contract buses for the Scottish construction firm of Cruden.

In the nearby village of Helmdon, Sam Walter's leading driver - Jack Jeffs - set up business on his own account after his employer had sold the business to Harry Webster in 1958. Some eleven years later Harry Webster agreed to sell the Helmdon - Northampton and Helmdon - Banbury services to Jack Jeffs and thus, in 1969, these routes returned to an operator based in the village from which the services originated.

WEBSTER. Harry - Eastcote/Pattishall

During the 1970s a further forty or so second-hand buses and coaches were acquired for contract duties. In contrast to the considerable variety of public service vehicle chassis available in the early sixties, the selection of second-hand machinery acquired in the 1970s comprised the products of only three manufacturers - Bedford, Commer and Ford.

New coaches entering the Webster fleet from 1966 to 1971 comprised the following:

GNV620D - Ford R192/Plaxton Embassy - C45F - New 1/66.

KNV620E - Ford R192/Plaxton Panorama - C45F - New 1/67.

BNV750K - Ford R226/Duple Viceroy - C53F - New 9/71.

ERP620K - Ford R192/Duple Viceroy - C45F - New 10/71.

Ford R192 coach ERP620K was the last new vehicle to be purchased by Webster's Coaches as the price of new vehicles after this time was to spiral rapidly in the mid-1970s. The profit that Webster's Coaches felt they could generate from private hire and school contract work could no longer justify the expense of new tackle and henceforth second-hand purchases were the order of the day.



GNV 620D was delivered new to Webster's Coach services in 1966 and comprised a Ford R192 chassis with a Plaxton Embassy body seating forty-five passengers.

WEBSTER. Harry - Eastcote/Pattishall



One of the models purchased new by Webster's Coaches in 1971 was ERP 620K, a Ford R192 with Duple Viceroy body.



2062 AC was a Duple Vega bodied Commer Avenger which was acquired second-hand by Webster's in 1967. (Photo courtesy M R Knight)

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WEBSTER. Harry - Eastcote/Pattishall



A Duple Trooper body was fitted to Ford 570E registered DYM 490C. Webster's Coach Services acquired it in December 1977 and withdrew it in the Spring of 1982.



LDH 137J was a regular performer on the local stage carriage services after acquisition by Webster's in 1978. It was a Duple Viceroy bodied Ford R226 with a 53 seat capacity.

WEBSTER. Harry - Eastcote/Pattishall



RNL 437G enjoyed only two years with Webster's, operating contracts from 1979 to 1981. Its Plaxton Embassy body was based on a Bedford SB5 chassis.



This Ford R226 with Plaxton Elite Express bodywork was registered FNX 618K and ran for Webster's between 1979 and 1985.

WEBSTER. Harry - Eastcote/Pattishall

The firm traded as H Webster from 1928 until 1970 when Harry Webster, his son Norman and daughter Brenda formed a limited company entitled "Webster's Coaches Ltd" on 25th August 1970. The Company number was 987801 and 5000 Shares of £1 each were issued and taken up by the Directors - Harry (20%); Norman (40%) and Brenda (40%).

Sadly, Harry Webster died on 16th March 1976 at the age of 72 years. Happily, he lived long enough to see the firm he started with a single charabanc in 1928 develop into the multi-vehicle operation it became in the 1960s, when the contract commitments were at their height. Certainly he must have been proud to see what he and his children had achieved. Harry Webster's wife, Kathlene, survived her husband by thirteen years before she, too, died in February 1989 aged 84 years. On the death of Harry Webster the 20% shareholding in Webster's Coaches Ltd that he held passed to his son, Norman.

WEBSTER'S BUS SERVICE

Grimscothe (The Turn) and Northampton (St. John Street)

	Mon. Tues. Thurs. Fri.	Wednesday				Saturday				
Eastcote	---	---	---	0959	---	---	0948	1050	1250	1605
Astcote	---	---	---	1002	---	---	0952	1055	1255	1610
Pattishall	---	---	---	1005	---	---	0955	1058	1258	1613
Grimscothe	---	---	0910	---	---	---	1000	---	1305	---
Cold Higham	---	---	0912	---	---	---	1002	---	1308	---
Fosters Booth	0650 0745	0650 0745	0914	1008 1330	0745	1005 1100	1311	1615		
Pattishall	0652 0747	0652 0747	0916	1332	0745	---	---	---	---	---
Pattishall (Banbury Lane)	---	---	1010	---	---	1007 1102	1313	1617		
Astcote	0655 0749	0655 0745	0919	1335	0749	---	---	---	---	---
Eastcote	0658 0753	0658 0753	0923	1339	0753	---	---	---	---	---
Banbury Lane (Crossing)	0701 0757	0701 0757	0927	1015 1347	0757	1008 1105	1316	1620		
Rothersthorpe	0705 0800	0705 0800	0930	1018 1347	0800	1010 1108	1318	1622		
Northampton	0725 0815	0725 0815	0940	1028 1357	0815	1020 1120	1328	1632		
Northampton	1715 1745	0940 1145	1500	1715 1745	0930	1030 1230	1545	1745		
Rothersthorpe	1725 1755	0950 1155	1510	1725 1755	0940	1040 1240	1555	1755		
Banbury (Crossing)	1730 1800	0955 1200	1515	1730 1800	0945	1045 1245	1600	1800		
Eastcote	1735 1805	0959 1205	1520	1735 1805	0948	1050 1250	1605	1805		
Astcote	1740 1810	1002 1210	1522	1740 1818	0952	1055 1255	1610	1810		
Pattishall	1743 1813	1005 1213	1525	1743 1813	0955	1058 1258	1613	1813		
Fosters Booth	1745 1815	1008 1215	1528	1745 1815	0957	1100 1300	1615	1815		
Cold Higham	---	---	1217	---	0959	---	1302	1817		
Grimscothe	---	---	1219	---	1000	---	1305	1829		

Passengers conveyed to Villages marked * if required when scheduled.

5p

Grimscothe to Towcester (Fridays only):—Grimscothe 09.22 Cold Higham 09.25 Fosters Booth 09.28 Pattishall 09.30 Astcote 09.35.
Depart Towcester Market Square 11.05 hrs.

Facsimile of Webster's Grimscothe - Northampton timetable in operation in February 1979. The number of journeys had been reduced considerably since the publication of the 1964 timetable shown on page 17.

By the early 1980s the level of contract work was falling rapidly which led Norman Webster to diversify into commercial vehicle hire. A natural progression of this sideline was the formation by Norman and Brenda of a separate company entitled "Webster's Vehicle Hire Ltd". This firm was incorporated in 1982 with Norman holding 60% of the

WEBSTER. Harry - Eastcote/Pattishall

share capital and Brenda holding 40%. Thereafter the vehicle hire business grew whilst the coach operations diminished. Between 1980 and 1984 only eleven second-hand coaches were purchased - mostly for use on either the stage carriage services or for school contact work. Private hires were virtually abandoned.

In this rather low-key way Webster's Coaches Ltd continued and was now operated as the peripheral company with Norman concentrating on van and other vehicle hires. In 1987 the original Grimscote to Northampton service was carrying insufficient passengers to be commercially viable. Norman Webster decided it was time to discontinue the route, de-registering it with the Traffic Commissioner and advising Northamptonshire County Council. The County made arrangements with Messrs. Goode & Wootton of Northampton to take over the route in a reduced form and with the aid of a subsidy from the County Council and the last day of operation by Webster's Coaches was Saturday 7th March 1987. At the time, Webster's were also providing their long standing Fridays only Grimscote to Towcester service and a more recently innovated Tuesdays only Kislingbury to Milton Keynes operation. Both these route were abandoned by Webster's and taken up by Messrs. Goode & Wootton in a revised form. It is interesting to note that with regard to the Northampton route, events turned full circle inasmuch that the operation of the route returned to a Northampton based operator after nearly sixty years.



Being in sound condition, NDU 765P was repainted in Webster's fleet colours of two-tone grey and red for use on local service work. It was a Ford R1114 with 53-seat Duple Dominant body.

WEBSTER. Harry - Eastcote/Pattishall



One of the last coaches to be bought by Webster's was this Ford R1114 with Plaxton Supreme coachwork and it was registered FVY 531S.



In December 1984 Webster's bought two Ford R1114 coaches with Plaxton Supreme bodies from York Bros. of Northampton. HVV 142T remained with Webster's until the firm ceased operating at the end of 1992 and it was subsequently sold in March 1993.

WEBSTER. Harry - Eastcote/Pattishall

Turning back the clock thirty to forty years, Harry Webster took over a contract operation between Northampton and the Plessey Factory at Caswell, near Towcester, that had previously been provided by Wesley's Coach services of Stoke Goldington. In fact this route originally operated as an express service and the required licence was applied for in August 1956. Whilst the operation was modified over the years and ended up running from Stony Stratford and Towcester to Caswell, Webster's Coaches continued to run the contract until the Spring of 1992 as it so happened that the times were convenient to allow a long-standing driver to operate the works journeys and to perform mechanical duties at the garage at Pattishall between the morning and afternoon coach driving trips. Ford R1114 coach HVV 142T with Plaxton Supreme body was the sole vehicle in the Webster fleet in the final years. In the Spring of 1992 Plessey put their contract work out for re-tender and Norman Webster came to an arrangement with Brittain's Coaches of Northampton that, if Brittain's were the successful tenderer for the three vehicles required by Plessey's, that Webster's would not tender but would be sub-hired by Brittain for the one coach the firm had hitherto provided. Brittain's Coaches were awarded the contract and Websters then operated on hire until just prior to Christmas 1992 when the work ceased to fit in with Norman Webster's other business commitments. Thus, on 24th December 1992, The Webster family ceased operating coaches, severing its connection with public transport after providing the public of Northamptonshire with local bus services, excursions, private hire and contract operations for more than sixty years.

This account of Harry Webster's coach business would not have been possible without the enthusiastic involvement of Harry's daughter Brenda and sons Colin and Norman. I am very grateful for all the help given by the Webster family who so willingly co-operated in this production.

WEBSTER. Harry - Eastcote/Pattishall

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	?	Reo	?	?	Roe?	Ch20		?	3/28	?	Supplied by Allchin, Northampton	Kingston, Blakesley (Part exchange NV964)	
	NV 964	Maudslay	ML3E	4969	Willowbrook	C32F	2512	1/32	-	12/48	Supplied by Kingston Bros. Blakesley	Broken up by Webster's	
	ANV 120	Bedford	WTB	112398	Holbrook	C26F		6/38	-	6/55	Supplied by W S Yeates, Loughborough?	C Hunt, Isham	
	(BBD 289)	Maudslay	ML	6006	Duple	C32F		-/39	-	-/39	Not Delivered		1
	BOX 921	Maudslay	ML5A	5307	Duple	C32R	6929	3/36	c-/44	-/53	Army Depot, Box /Winwood, Bicknell	To Lorry -/53 & Sold -/53	
	JC 1153	Maudslay	ML3F	5080	Burlingham	C32R		4/33	3/49	7/51	York Bros. Northampton/ The Creams,Llandudno		
	FNV 636	Maudslay	Marathon III	70537	Whitson	FC33F		2/50	-	6/59	Supplied by Whitson	Perryman, N'pton 21/7/59	
	FT 2849	S.O.S.	IM6	1723	Short	B34F		4/33	3/50	-/50	F Belgrove, Cold Higham	Strudwick, Roade	
	DRP 256	Guy	Arab III (6LW)	FD29487	Thurgood	C35F	368	8/47	3/50	c3/60	F Belgrove, Cold Higham	Broken up 26/2/61	
	ARP 727	Commer	PLNF5	87E041	?	FC26F	-	5/39	3/50	c2/53	F Belgrove, Cold Higham	Glamorgan Motorways c2/53	2
	NV 4633	Commer	B3	59009	-	-	-	12/34	3/50	3/50	F Bellgrove, Cold Higham (Chassis only)		
	WJ 9412	Maudslay	ML3	5127	Plaxton	C31F		4/34	4/50	9/54	P Kirton, Eastcote		
	RRE 666	Maudslay	Marathon III	70284	Plaxton	C33F		1/49	By 2/53	c3/58	Glamorgan Motorways	Matthews, Shouldham 8/60	3
	MHA 414	Foden	PVSC6	27772	Harrington	C33F	524	4/49	9/54	10/63	Gliderway, Smethwick (26)	Broken up 5/11/63	
	EEL 801	Bristol	L5G	46.11	E.C.W.	B35R	3424	3/38	8/55	1/62	Lacey, Brixton	Broken up 25/7/62	
	NBD 176	Commer	Avenger II	44A5000	Whitson	C41F		3/56	-	By 7/59	Supplied by Whitson	Berresford, Cheddleton 21/7/59	4
	PFH 666	Commer	Avenger II	T85A0351	Duple (Corinthian)	C41F	1062/98	6/56	3/58	2/67	Arlington, / Silvey, Quedgeley	Scrapped after non-PSV use	
	LTD 704	Foden	PVSC6	29128	Harrington	FC33F	780	-/49	3/58	10/63	/Prestwich, Audenshaw	Broken up 18/10/63	
	FNV 769	Leyland	Tiger PS2/3	500085	Whitson	C33F		-/50	6/58	-/65	S Walters, Helmdon	Broken up 16/11/66	
12	ERP 738	Daimler	CVD6	15195	Plaxton	C33F	282	5/49	6/58	12/61	S Walters, Helmdon	Broken up 31/12/63	
	HNV 322	Daimler	D650HS	25039	Burlingham (Seagull)	C37C	5179	7/52	6/58	By 5/59	S Walters, Helmdon	Lewis, Pailton	
	LWE 432	Daimler	CVD6	17129	Plaxton	C33F	291	-/49	6/58	3/62	S Walters, Helmdon	Broken up 25/7/62	
	FKV 470	Daimler	CVD6	13291	Burlingham	C33F	2957	-/47	6/58	6/58	S Walters, Helmdon	Not used. Sold c1961	
	ACK 781	Daimler	CWA6	11678	Brush	L27/26R		5/44	1/59	4/61	Wesley, Stoke Goldington	Measham Motor Sales 24/10/61	
	MKT 800	A.E.C./Beadle	-	JCB155	Beadle	FB39F	JCB155	-/50	1/59	By 5/65	Fleet Car Sales,Dunchurch/ Maidstone & District SO69	Broken up 24/5/65	

NOTE: 1 - Ordered by Webster, vehicle completed, painted in Webster's colours and registration BBD 289 reserved but order cancelled prior to delivery.

2 - Chassis only acquired, not used by Webster.

3 - Acquired in part exchange for ex-Belgrove Commer - ARP 727.

4 - Former Commer demonstrator new 1954.

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	VV 5041	Bristol	JO5G	235	E.C.W.	B35F	3061(2)	8/36	2/59	12/60	Fleet Car Sales,Dunchurch/ United Counties 178	Broken up	
	VV 5042	Bristol	JO5G	236	E.C.W.	B35F	3062(2)	8/36	2/59	12/60	Fleet Car Sales,Dunchurch/ United Counties 179	Broken up 26/2/61	
	VV 6255	Bristol	JO5G	562	E.C.W.	B35F	3058(2)	10/37	5/59	4/61	Fleet Car Sales,Dunchurch/ United Counties 219	Broken up 1/11/61	
	VV 6258	Bristol	JO5G	547	E.C.W.	B35F	3071(2)	9/37	5/59	12/60	Fleet Car Sales,Dunchurch/ United Counties 203	26/2/61	
17	TRP 965	Ford	570E	570E22921	Burlingham (Seagull)	C41F	6921	7/59	-	By 4/70	Supplied by L Gleave	Scrapped 19/2/75	
	ORE 676	Foden	PVSC6	25774	Lawton	C35F		11/47	7/59	8/60			
	KKA 24	A.E.C.	Regal III	9621E446	Duple "A"	C35F		6/49	8/59	4/63	/Poole, Alsagers Bank Grose Ltd. Northampton/ Richardson, Hartwell	/Ratcliffe,D'caster 6/8/60 Broken up	
	JTD 830	Daimler	CVD6	16333	Trans-United	C33F		-/49	8/59	12/61	W S Yeates, Loughborough/ Morley, Whittlesey	Broken up 25/7/62	
	CET 561	Bristol	L5G	50.090	Bruce	B32C		12/42	10/59	6/60	W S Yeates, Loughborough/ Cosy, Meadowfield	Drabble, Wellingborough 10/12/60	
	DRJ 340	Crossley	SD42/7	97829	Plaxton	C33F	266	3/49	10/59	3/62	Wesley, Stoke Goldington	Broken up 25/7/62	
	HNX 215	Crossley	SD42/6	97602	Burlingham	C33F		-/48	11/59	2/61	Lloyd, Nuneaton	Broken up 18/2/61	
	EDL 375	Bedford	OB	30093	Duple (Vista)	C29F		-/46	11/59	-/61	Lloyd, Nuneaton	Broken up 6/2/62	
	LLG 685	T.S.M.	K5LA7	9211	Metalcraft	C35F		2/49	12/59	2/62	W S Yeates, Loughborough/ Bostock, Congleton	Showman 6/2/62	
	HUE 327	Crossley	SD42/7	97820	Burlingham	C33F		-/49	2/60	2/61	Lloyd, Nuneaton	Broken up 18/2/61	
	FVE 559	Daimler	CVD6	13616	Harrington	C32F	126	6/47	3/60	c3/62	W S Yeates, Loughborough/ Burwell & District	Broken up 17/11/62	
	HNX 850	Crossley	SD42/6	97670	Burlingham	C33F		-/48	3/60	12/60	Lloyd, Nuneaton	Broken up 10/12/60	
	JKM 404	A.E.C.	Regal I	06625151	Harrington	C32F		-/47	4/60	10/61	Lloyd, Nuneaton	Broken up 1/11/61	
	HWX 51	Guy	Arab III	FD33283	A.C.B.	C33F		-/49	4/60	10/61	Lloyd, Nuneaton	Broken up 10/10/61	
	CKG 796	A.E.C.	Regent II	06617549	Brush	L27/26R		5/46	5/60	11/61	Wesley, Stoke Goldington	Broken up 1/11/61	
	HRW 987	Daimler	CVD6	16638	Burlingham	C33F	2967	-/49	5/60	3/63	W S Yeates, Loughborough/ Bunty, Coventry	Broken up 18/10/63	
	JNC 900	Dennis	Lancet III	295J3	Duple "A"	C35F	47077	-/48	5/60	8/60	W S Yeates, Loughborough/ Stark, Binbrook	Broken up 6/8/60	
	FWV 464	Leyland	Tiger PS1	481752	Strachan	C33F		-/48	6/60	-/61	Moseley, Shepshed/ Goulding, Sherston	Broken up 26/11/62	
	FJW 934	A.E.C.	Regal III	E39/0/48	Burlingham	C33F		-/48	6/60	-/61	Moseley, Shepshed/ Price, Wrockwardine Wood	Broken up 1/11/61	
	CUD 303	Daimler	CVD6	14198	Plaxton	C33F		8/47	8/60	10/62	Jarvis, Middle Barton	Broken up 17/11/62	
	FNV 1	A.E.C.	Regal III	9621E796	Duple "A"	C33F	45354	9/49	9/60	7/65	York Bros., Northampton	W North, Leeds 3/8/65	

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
FNV 702	A.E.C.	Regal III	9621E886	Duple "A"	C33F	45355	3/50	9/60	12/64	York Bros., Northampton	Smith, Leighton Buzzard 3/3/65		
VH 9203	A.E.C.	Regal I	06621943	Brookes	FC33F		-/36	9/60	12/61	Richardson, Hartwell	Broken up 1/12/61		
GCY 433	A.E.C.	Regal III	9621A1044	Windover	C33F		-/50	9/60	5/61	W S Yeates, Loughborough/ Julian, Grompound Road	Broken up 25/5/61		
GJF 607	Dennis	Lancet III	110J10A	Yeates	FC37F	215	10/50	11/60	7/64	Moseley, Shepshed/ Hemmings, Pensnett	Scrapped 9/7/64		
FET 727	Leyland	Tiger PS2/3	500082	Burlingham	C33F	4513	-/50	12/60	9/66	Moseley, Shepshed/ Crump, Pinner	C Smith 15/9/66		
EFV 454	Leyland	Tiger PS2/3	500379	Harrington	C37F	876	-/50	1/61	-/65	Moseley, Shepshed/ Allison, Haddenham	Broken up 4/3/66		
FJF 613	Foden	PVSC6	28738	Plaxton	FC33F	22	5/49	2/61	1/63	Moseley, Shepshed/ Reddicroft, S.Coldfield	Broken up 24/10/63		
KTF 446	Crossley	SD42/7	97984	Bellhouse- Hartwell	C33F	B120	6/49	2/61	1/62	W S Yeates, Loughborough/ Brazier, Roydon	Broken up 26/11/62		
GVE 781	Daimler	CVD6	16373	Harrington	C33F	459	12/48	2/61	12/61	W S Yeates, Loughborough/ Burwell & District	Broken up 10/12/61		
KUP 747	Leyland	Tiger PS2	494362	Gurney- Nutting	C33F		-/50	8/61	4/63	W S Yeates, Loughborough/ Summerson, W Auckland	Broken up 8/10/64		
GBU 37	Leyland	Tiger PS2/3	495757	Plaxton	FC33F	184	-/49	11/61	-/67	W S Yeates, Loughborough/ Summerson, W Auckland	Scrapped 23/2/68		
MXB 735	A.E.C.	Regal	735	E.C.W.	FC35F	6283	5/52	11/61	3/64	Wesley, Stoke Goldington	Broken up 7/6/64		
MXB 737	A.E.C.	Regal	737	E.C.W.	FC35F	6285	5/52	11/61	5/64	Wesley, Stoke Goldington	Broken up 7/6/64		
RNW 280	A.E.C.	Regal III	9621E755	Trans-United	FC33F		-/53	11/61	3/67	W S Yeates, Loughborough/ Bell, Moreton-in-Marsh	Scrapped 11/3/67		
FET 233	Leyland	Tiger PS1/1	493365	Burlingham	C33F		-/49	11/61	4/64	W S Yeates, Loughborough/ Pinnington, Crook	Broken up 8/10/64		
KTE 441	Crossley	SD42/7	98080	Duple "A"	C35F	53392	10/49	1/63	5/64	Wesley, Stoke Goldington	Broken up 7/6/64		
KTE 443	Crossley	SD42/7	98098	Duple "A"	C35F	53396	12/49	1/63	5/64	Wesley, Stoke Goldington	Broken up 7/6/64		
LNW 266	Leyland	Tiger PS1/1	471773	Burlingham	FC33F		-/47	3/63	7/64	W S Yeates, Loughborough/ Lamcote, Radcliffe-on-Trent	Scrapped 9/7/64		
850 DNV	Bedford	SB5	90959	Duple (Bella Vega)	C41F	1159/19	4/63	-	9/72	Supplied by W S Yeates, Loughborough	Mountview Coaches, London 8/9/72		
FUN 189	Leyland	Tiger PS1	481208	Duple "A"	FC35F		-/48	7/63	-/64	S M Ementon, Cranfield	Broken up 8/10/64		
PRA 797	Leyland	Tiger PS1/1	496557	Yeates	FC33F	188?	3/51	9/63	5/65	Moseley, Shepshed/ Dixon, Seaton Delaval	24/5/65		
MTD 20	Maudslay	Marathon III	79510	Plaxton	FC33F		-/51	9/63	3/65	Moseley, Shepshed/ W.E.M.S., Clevedon	3/3/65		
KGY 344	A.E.C.	Regal III	9621E672	Windover (Huntingdon)	C33F	7037	6/49	11/63	-/65	W S Yeates, Loughborough/ Brown, Caistor	Scrapped		
335 MDH	Commer	Avenger IV	94A0429	Duple	C41F	1134/6	1/61	11/63	9/72	P Sheffield, Cleethorpes	Scrapped 22/2/75		
OFW 818	Commer	Avenger IV	94A0003	Duple (Vega)	C41F	1062/113	2/57	11/63	11/67	P Sheffield, Cleethorpes	Scrapped		

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
JBM 257	Leyland	Tiger PS1	496010	Burlingham	C33F	4540	-/50	2/64	11/67	E Johnson, Hanslope	Scrapped 28/11/67		
FNV 946	Leyland	Tiger PS2/5	500022	Whitson	FC33F		4/50	3/64	7/65	W S Yeates, Loughborough/ Tait, Knewesgate	W North, Leeds 5/8/65		
LTA 893	Bristol	LL6B	81.050	Duple "A"	C37F	54576	-/51	5/64	-/67	W North, Leeds/ Southern National 1264	Preserved 1/12/69		
OMX 325	A.E.C.	Regal III	9621A1005	Duple "A"	C33F	51487	-/50	5/64	-/67	Reliance, Newbury	Scrapped 17/12/68		
JTX 667	A.E.C.	Regal III	9621A997	Burlingham	C33F	4381	-/50	5/64	-/67	Reliance, Newbury	17/12/68		
HON 623	A.E.C.	Regal III	9621A399	Burlingham	C33F		-/48	5/64	-/65	Reliance, Newbury	Scrapped 4/5/66		
BNH 301	Maudslay	Marathon III	70538	Whitson	RC31F		9/49	6/64	By 2/65	Oliver, Northampton	Smith, Leighton Buzzard 3/3/65		
BRP 344B	Ford	570E	L80D431764	Duple N (Firefly)	C41F	154/16	7/64	-	By 2/79	Supplied by Don Overall, Wolverhampton	Finn, Harlow 27/2/79		
BNH 848	A.E.C.	Regal III	9621A695	Burlingham	C33F		3/50	9/64	7/66	Johnson, Hanslope	Broken up 15/9/66		
LAL 927	A.E.C.	Regal III	9621E1117	Beccols	FC33F		4/50	10/64	11/66	Wright, Newark	Scrapped 16/11/66		
HDG 473	A.E.C.	Regal III	9621E447	Duple "A"	C35F	45295	9/48	12/64	-/65	Jeffer, Helmdon	24/1/66		
HWO 865	Albion	Valient CX39	60311E	Duple "A"	C33F		-/50	1/65	-/65	/Edwards, Lydbrook	Scrapped 6/11/65		
MCE 201	Daimler	CVD6	17398	Heaver	FC35C		2/54	3/65	By 10/65	W S Yeates, Loughborough/ Parkin, Borrowash	6/11/65		
ETL 797	Leyland	Tiger PS2/3	500456	Yeates	C37F	212?	10/51	3/65	11/65	W S Yeates, Loughborough/ Simmons, Gt.Gonerby	Broken up 27/11/65		
DRP 936C	Bedford	SB5	95767	Plaxton (Embassy IV)	C41F	652689	3/65	-	8/79	Supplied by Nash	Strudwick, Upp.Heyford 14/8/79		
MTJ 85	Guy	Arab III (6LW)	FD70607	Roe	C35F	GD3183	4/51	8/65	By 1/67	W North, Leeds/ Lancs. United 441	Scrapped 16/1/67		
MTJ 89	Guy	Arab III (6LW)	FD70633	Roe	C35F	GD3188	4/51	8/65	By 1/67	W North, Leeds/ Rodgers, Redcar	Scrapped 16/1/67		
GNV 620D	Ford	R192	BCO4EA16236	Plaxton (Embassy IV)	C45F	669531	1/66	-	By 11/81	Supplied by W S Yeates, Loughborough	28/11/81		
970 FNU	Commer	Avenger IV	94A0115	Duple (Vega)	C41F	1091/1	2/58	9/66	-/70	Motor Depot, Coventry/ Clarke, Pailton	/Herwin, Gwernogle Rendall, Lt. Harrowden 14/7/75		
KNV 620E	Ford	R192	BCO4F740213	Plaxton (Panorama II)	C45F	672743	1/67	-	12/79	Supplied W S Yeates, Lough- borough	To Caravan		
CEK 453	Commer- Beadle		JCB764	Beadle	C41F	JCB764		4/67	2/74	Don Overall, Wolverhampton/ James, Tamworth			
2602 AC	Commer	Avenger IV	94A0236	Duple (Vega)	C41F	1091/47	10/58	5/67	-/75	Luton Commercial Vehs./ Cardy, Horwich			
924 TTB	Commer	Avenger IV	94A0389	Yeates (Fiesta)	C41F	889	-/61	2/71	-/75	Seagull, Blackpool			
YFR 516	Commer	Avenger IV	94A0507	Yeates (Fiesta)	C41F	995	-/62	2/71		Seagull, Blackpool	Scrapped		
WUG 501	Commer	Avenger III	T85A0421	Plaxton (Venturer)	C41F		-/56	3/71		W S Yeates, Loughborough/ Frankish, Brandesburton			

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
587 CPU		Bedford	SBG	36850	Duple (Vega)	C36F	1133/58	5/55	7/71		Webster Plant Hire/ Sanders, Rushden		
MBD 106		Bedford	SB	37834	Duple (Vega)	C36F		-/55	7/71	1/72	Webster Plant Hire/ Sanders, Rushden	1/2/72	
OJU 178		Bedford	SBG	51285	Plaxton (Consort I)	C41F	2980	3/57	7/71	1/72	Webster Plant Hire/ Sanders, Rushden	1/2/72	
HRP 738		Bedford	SB	15566	Burlingham (Seagull)	C35F	5494	-/53	7/71	1/72	Webster Plant Hire/ Sanders, Rushden	1/2/72	
HHV 40		Bedford	SBG	28372	Plaxton (Venturer)	C35F		-/54	7/71	1/72	Webster Plant Hire/ Sanders, Rushden	1/2/72	
BNV 750K		Ford	R226	BCO4LL51703	Duple (Viceroy 37)	C53F	240/13	9/71	-	3/73	Supplied by S Hughes, Gomersal	Basford, Greens Norton 31/3/73	
OMR 837		Commer	Avenger IV	94A0029	Duple (Vega)	C41F	1076/2	5/57	10/71		Webster Plant Hire/ Sanders, Rushden		
ERP 620K		Ford	R192	BCO4LM47278	Duple (Viceroy)	C45F	256/43	10/71	-	4/85	Supplied by W S Yeates, Loughborough	Thompson, Thetford	
CMD 172A		Ford	570E	L80B839514	Plaxton (Embassy II)	C41F	632588	7/63	1/73		W S Yeates, Loughborough/ Nesbit, Somerby	Burnt out 18/6/75	
7614 UK		Ford	570E	L80B839095	Plaxton (Embassy II)	C41F	632457	2/63	1/73		W S Yeates, Loughborough/ Wilde, Heale		
XAX 41		Ford	570E	510E34098	Duple (Yeoman)	C41F	1126/56	2/60	1/73	11/75	Richardson, Hartwell	Tabor, Northampton 22/11/75	
2128 PU		Ford	570E	510E47696	Duple (Yeoman)	C41F	1139/2	9/60	3/73	By 4/76	Basford, Greens Norton	Strudwick, Upp.Heyford 24/4/76	
214 BLA		Ford	570E	570E51525	Duple (Yeoman)	C41F	1139/42	1/61	7/73	-/73	Errington, Evington/ Deacon, Barlestone	Greyline Commercial, Bicester 17/11/75	
310 CWK		Ford	570E	L80D425843	Duple (Trooper)	C41F		-/64	9/74	By 5/81	Ronsway, H.Hempstead	Scrapped	
113 AUL		Ford	570E	570E51792	Duple (Yeoman)	C41F	1139/78	-/61	10/74		Mackin, Potterspurty	Scrapped	
ADY 624B		Ford	570E	L80D432295	Duple	C41F		-/64	1/75	-/78	Tricentrol, Shefford/ Viking, Clapham	Smith, Leighton Buzzard 12/1/79	
AOL 823B		Ford	570E	L80D431680	Duple (Trooper)	C41F	1173/105	12/64	3/75	By 5/78	W S Yeates, Loughborough/ Roberts, Cefn	Lowe, Oxford 27/5/78	
DYX 671C		Ford	570E	L80D435528	Plaxton (Embassy IV)	C41F	652945	5/65	4/75	By 8/79	Tricentrol, Shefford/ Morris, Roydon	Strudwick, Upp.Heyford 14/8/79	
ANM 649L		Ford	R192	BCO4ML63972	Willowbrook	B43F		2/73	4/75		Tricentrol, Shefford/ Leary, Botley		
CWK 204C		Ford	676E	BCO1EP11575	Duple	C52F	1187/62	7/65	11/75	By 4/77	Errington, Evington/ Head, Luton	Memmon, Harrow 29/4/79	
WMO 745		Bedford	SB1	86283	Plaxton	C41F	602365		11/75	By 4/77	Tricentrol, Shefford/ Sunbeam, Hevingham	Smith, Leighton Buzzard 10/5/77	
5200 DH		Ford	570E	L80D429134	Duple	C41F			11/75	By 4/77	W S Yeates, Loughborough/ Bishop, Carpenders Park	Cunane, Outward, Wakefield 9/5/77	
841 FYR		Ford	570E	L80B831017	Duple	C41F		3/74	3/76	By 3/78	Errington, Evington/	Masters, Drayton 21/3/78	
40 DBD		Ford	570E	L80B837083	Duple (Trooper)	C41F	1160/11	4/63	4/76	By 2/77	Errington, Evington/ Netherfield, Nr. Nottingham	Strudwick, Upp.Heyford 17/2/77	
XBA 283		Ford	570E	L80B837097	Plaxton (Embassy II)	C41F	622324	4/63	6/76	By 2/79	Tricentrol, Markyate/ Swinnard, Ashford	Scrapped 6/2/79	

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WEBSTER. Harry - Eastcote/Pattishall

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
FWP 893C		Ford	570E	L80D434521	Duple (Trooper)	C41F		-/65	8/76	By 12/79	Claribel, Birmingham	Scrapped 1/80	
CYT 632C		Ford	570E	L80B431676	Duple (Trooper)	C41F		-/65	10/76	By 2/80	Moseley, Shepshed/ Clarke, Burbage	Scrapped 1/3/80	
VAP 31		Bristol	FSF6G	179.001	E.C.W.	H34/26F	1226(2)	7/61	10/76	By 7/77	Martin, Middlewich/ Southdown 2031	Scrapped 2/8/77	
KSN 201F		Ford	R226	BCO4GY21993	Plaxton (Panorama)	C52F	688827	-/68	10/76	By 10/78	W S Yeates, Loughborough/ Hunter, Leeds	Don Everall, Wolverhampton 1/11/78	
ABD 5B		Ford	570E	L80B836526	Duple (Trooper)	C41F	1173/48	2/64	2/77	By 10/80	Errington, Evington/ Richardson, Hartwell(Check)	Scrapped 24/10/80	
YWW 213G		Bedford	VAS5	9T466280	Duple	C29F		-/69	6/77	By 12/80	Kirby, Anston/ Cox, Lowton	11th Feltham Scouts 27/1/81	
70 CYG		Ford	570E	L80B837075	Duple (Trooper)	C41F	1160/4	-/63	8/77	By 12/80	Tricentrol, Markyate/ Butler, Aylesbury	Scrapped 9/1/81	
DYM 490C		Ford	570E	L80D439305	Duple (Trooper)	C41F		-/65	12/77	By 5/82	Tricentrol, Markyate/ Burnell, Weston S Mare	Scrapped 6/82	
LDH 137J		Ford	R226	BCO4KG54005	Duple (Viceroy)	C53F		-/70	11/78	By 3/82	Don Everall, Wolverhampton/ Pemberton, Willenhall	Bradbury Blinds, Northampton	
DPN 538C		Ford	570E	L80B439290	Duple (Trooper)	C41F		-/65	1/79	By 11/81	Moseley, Shepshed/ Seth, London	Luxulyn Youth Club, Bodmin 28/11/81	
ELU 502C		Bedford	SB5	95498	Duple (Bella Vega)	C41F	1183/13	-/65	2/79	By 10/81	Errington, Evington/ Starsmore, Thrapston	Scrapped	
SAB 468F		Bedford	VAM70	7861400	Duple (Viceroy)	C45F	1215/126	-/65	6/79	By 3/82	W S Yeates, Loughborough/ G&G, Leamington Spa	G Lawrence-Waite, Bridgewater 13/3/82	
ECE 535D		Bedford	VAM5	68602106	Duple (Bella Venture)	C45F	1205/102	-/66	7/79	By 12/80	W S Yeates, Loughborough/ Eason, Brandiston	Scrapped 10/1/81	
LAW 117F		Bedford	VAM70	7864342	Duple (Viceroy)	C45F	1215/105	2/68	8/79	By 5/80	W S Yeates, Loughborough/ Waldron & Grange, Nottm.	G Smith, British Rail 9/6/80	
RNL 437G		Bedford	SB5	9T465236	Plaxton (Embassy IV)	C41F	692101	-/69	8/79	By 8/81	Shaw & Kilburn, Mott, Upton	Scrapped 1/9/81	
FVO 76D		Bedford	VAM5	6828241	Plaxton	C45F	669559	7/66	9/79	By 6/80	Errington, Evington/ Young, Rampton	Scrapped 4/7/80	
FNX618K		Ford	R226	BCO4LS46712	Plaxton (Elite Express)	C53F	728704	-/72	10/79	3/85	Wayfarer Coaches/ Winsley Garage Ltd	Deningdale, Bradford	
URH 548H		Bedford	SB5	OT477646	Plaxton (Embassy I)	C41F		-/70	5/80	4/82	W S Yeates, Loughborough/ Braithwaite, Sedbergh	Passmore, Berrow	
XMA 196M		Ford	R1114	BCO4NC53055	Plaxton	C53F	7411FC048	-/74	4/81	9/86	W S Yeates, Loughborough/ Goode, West Bromwich	Jones, High House	
NSC 893P		Bedford	VAS5	EW457062	Plaxton (Supreme)	C29F		-/76	4/81	5/82	W S Yeates, Loughborough/ Leith, Edinburgh	Don, Dunmow	
LAC 12P		Bedford	VAS5	EW452860	Duple	C29F		9/75	5/81	5/82	W S Yeates, Loughborough/ Ron, Ashington	Hyke, Lincoln	
VWE 454L		Bedford	VAS5	CW453203	Plaxton (Panorama)	C29F	732067	5/73	5/81	7/82	Arlington, Potters Bar/ Luxicoaches, Borrowwash	Hall, Waterhouses	
999 DNV		Leyland	Leopard	611161	Plaxton (Panorama)	C43F	632644	5/63	By 9/81	By -/82	Basford, Greens Norton	Adkins, U. Boddington	
SNF 617R		Ford	R1114	BCO4SB69170	Plaxton (Supreme)	C53F	7711FC090	3/77	1/82	By 8/87	Don Everall, Wolverhampton/ Jackson, Altrincham	Priory, Leamington Spa	
NDU 765P		Ford	R1114	BCO4RM63151	Duple (Dominant)	C53F	623/4364	-/76	9/83	7/90	Hart, Donisthorpe	Basford, Greens Norton 20/7/90	

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	FVY 531S	Ford	R1114	BC04ST60644	Plaxton (Supreme)	C53F	7711FC188	11/77	3/84	6/89		Mashford, Doncaster 13/6/89	1
	HVV 142T	Ford	R1114	BCRSUB438930	Plaxton (Supreme)	C53F	7911FC198	4/79	12/84	12/92	York Bros., Northampton	Russell, Sutton Coldfield 20/3/93	2
	HVV 143T	Ford	R1114	BCRSUB439000	Plaxton (Supreme)	C53F	7911FC199	4/79	12/84	6/89	York Bros., Northampton	Mashford, Doncaster 13/6/89	

NOTES: 1 - Originally GBD 62T - Re-registered KPR 698 5/84 and HVV 142T 12/84.
2 - Originally GBD 63T - Re-registered 405 MDV 5/84 and HVV 143T 12/84.