

Bygone Buses

of
NORTHAMPTONSHIRE

NN-ME3

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MEADOWS. John & Son South View, Polewell Lane, BARTON SEAGRAVE

By the time Meadows & Frost - See paper NN-ME2 - dissolved their partnership in 1930, John Meadows had remarried and now resided at South View, Polewell Lane, Barton Seagrave. In terms of services, Meadows' share of the business amounted to the Kettering to Huntingdon route, Kettering town service from Dalkeith Place to Kingsley Avenue and the workers' service from Kettering Market Place to Timpson's Factory. With regard to vehicles, John Meadows retained only the two W&G models registered BD 9735 and RP 9322.



This This photograph depicts John Meadows standing outside his home at Polewell Lane, Barton Seagrave. The garage at the rear left was used for the storage of buses.

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Forestyn" 101 Broadway East, Northampton NN3 2PP, who would be pleased to be advised of any additional information relating to the above operator. The records of the PSV Circle and the Omnibus Society have been consulted extensively for this series and acknowledgement and thanks are due to these organisations.

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Clearly John Meadows and his son James had to do something about their fleet if they were to continue in business and John Meadows is believed to have acquired a second-hand Wycombe bodied Gilford registered SC 4193 and a second-hand Duple bodied Brockway registered UD 2594, to tide him over. He also ordered a new Dennis Lancet 32-seater coach with Willmotts bodywork and this was delivered in May 1932 when it was registered NV 1361. At an unknown later date it was joined by another 32-seater Dennis Lancet which this time carried a Duple body and was registered BU 7186. The livery adopted by John Meadows for his fleet was generally red and cream although it is said that some of the second-hand stock remained in the colours in which it was purchased. Garaging facilities mainly reverted to the Regent House, Burton Latimer site.

During 1931 bus operators were required to apply to the Traffic Commissioners for licences for the services they had been operating during the previous year. John Meadows applied for the Kettering to Huntingdon service, modifying the route to permit him to divert via Burton Latimer and to operate extra journeys on Sundays. He also made application for the Dalkeith Place to Kingsley Avenue and Market Square to Timpson's Factory services, all of which were granted early in 1932.

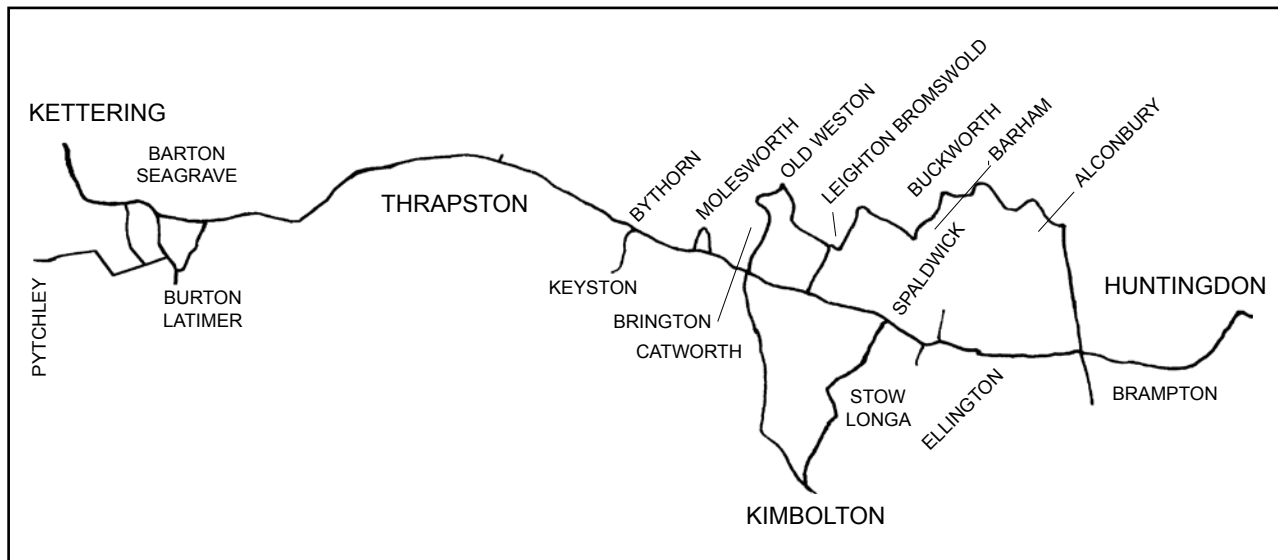
In January 1932 John Meadows applied for a new stage-carriage service from Kettering via Cranford, Woodford and Thrapston to Titchmarsh but the application was subsequently withdrawn. Shortly afterwards Meadows was putting forward new services from Wicksteed Park to Stamford Road, Kettering on Sundays and from Regent Street to Wicksteed Park, also on Sundays and Bank Holidays. Both Frosts' (Motors) Ltd and United Counties objected to the first application and Meadows licence for this route was refused. The Sunday service applications were withdrawn by Meadows prior to the Commissioners taking a decision on them.

September 1932 saw J Meadows & Son applying to the Traffic Commissioners for a Thrapston to Thrapston Tuesday only circular route via Bythorn, Brington, Old Weston, Leighton Bromswold, Catworth, Molesworth Turn, Bythorn and Keyston. Meadows was in this instance successful in gaining the licence he required. Just three months later, in December 1932, Meadows looked towards the Huntingdon area for further development and applied for a circuitous Buckworth - Huntingdon route running via Barham, Leighton Bromswold, Old Weston, Brington, Catworth, Kimbolton, Stow Longa, Spaldwick, Ellington and Brampton. The Traffic Commissioners granted the application with a small modification in February 1933.

The acquisition of a new Dennis Lancet coach in the Spring of 1932 probably led John Meadows to seek an excursions and tours licence and knowing he was unlikely to get one for Kettering, he tried for Burton Latimer instead but the application was subsequently withdrawn. However, In June 1933 he applied for a licence to run tours from Catworth, picking up at Kimbolton and this time the Traffic Commissioners looked favourably on him.

In August 1933 John Meadows applied for another daily service which it was proposed would link Burton Latimer with Isham, Pytchley and Broughton, principally for

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John Meadows & Son's Rural Stage Carriage Routes.

workers. Neither United Counties nor Ted Church of Pytchley were too happy with the proposed service and the Traffic Commissioners in due course granted the licence to operate only between Burton Latimer and Pytchley with no Sunday operation. Whilst the service filled a limited need, it was unlikely to have been profitable and Meadows withdrew it in July 1936.

The month of January 1935 saw John Meadows applying to the Traffic Commissioners for a licence to operate a new Saturday service from Thrapston to Huntingdon via Bythorn, Catworth, Brington, Old Weston, Leighton Bromswold, Barham, Buckworth, Alconbury and Brampton comprising an afternoon journey from Thrapston and returning at 8.15pm from Huntingdon. The new licence was granted with effect from 9th April 1935.

The year 1935 saw a flurry of activity in connection with the Meadows' fleet and two second-hand Leyland Lion saloon buses were purchased from a dealer. These machines had been disposed of by Trent Motor Traction Co Ltd of Derby and were registered RA 5365 and RA 6602. In July 1935 John Meadows bought a Bedford WLB twenty-seater bus and chose Messrs Willmotts of Shepherd's Bush to body it as, no doubt, he had been satisfied with the quality of this firm's product fitted to NV 1361, his 1932 Dennis Lancet. Willmotts Motors were bodying a lot of Bedford chassis at this time. The new Bedford was registered NV 5508 on 3rd July 1935 and in December of that year Meadows bought a Bedford WTL chassis more commonly used for goods vehicles. This latter piece of machinery was supplied by Messrs Grose Ltd of Northampton and it is likely that they also built the body. The resulting vehicle was registered NV 6625 on 2nd December 1935. Apparently pleased with both Bedford chassis and Grose coachwork, John Meadows again turned to Grose to supply a Bedford WTB in April 1936 and it is believed Grose also built the 25-seater body fitted to NV 6977 which was registered on 8th April 1936.

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John Meadows decided, early in 1936, to submit an application for a new Kettering to Thrapston service to the Traffic Commissioners. This daily operation was, not surprisingly, objected to by United Counties, who were also operating over the same route, and the Traffic Commissioners refused Meadows' application on 7th March 1936. Meadows' next application for a new stage-carriage service came in March 1937 when he applied for a Kettering Town service which operated in a circular route from Dalkeith Place via London Road, Broadway, Garfield Street, The Oval, Argyll Street, St Michael's Road, Seagrave Street, Hillside Avenue, Springfield Road, Silverwood Road, Wallis Road, Linden Avenue, Chestnut Avenue, Larch Road and St Mary's Road back to Dalkeith Place. Once again Meadows chose a route which competed with existing operators and both Church's Royal Blue and United Counties objected, along with Kettering Urban District Council. As could be expected the Traffic Commissioners refused the application.

As far as can be ascertained, Meadows' final vehicle acquisition was a second-hand G.M.C. registered VO4408 which had earlier been in the Barton Transport fleet and was probably acquired by Meadows, via a dealer, very late in 1936 or very early in 1937.



This G.M.C. fitted with Rainforth 20-seat bodywork was purchased second-hand by John Meadows & Son but was photographed earlier in its life in the livery of H Squires & Son of Ruddington in October 1936.

(Photo courtesy G H F Atkins)

MEADOWS J & SON - BARTON SEAGRAVE

Phone: BURTON LATIMER 28.

MOTOR BUS PROPRIETORS Taxi for Hire.	J. MEADOWS & SON SOUTH VIEW : : POLEWELL LANE Barton Seagrave, Northants	MOTOR ENGINEERS Private Parties catered for.
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July 8th 1935

Dear Sir or Madam.

We have great pleasure in giving you a quotation re the Private Party

From *Burton Latimer 20 Seater Coach* £5-10-0

To *Sheegness 32 Seater Coach* and return

for the sum of £ 8 : 0 : 0 hoping that this quotation meets with

your satisfaction, which will have our best attention

*July 13th or July 20th
if satisfactory*

We remain, yours sincerely



J. MEADOWS & SON.

A facsimile of a J Meadows & Son private hire quotation dated 8th July 1935.

An agreement was made on 28th September 1938 between John Meadows and United Counties Omnibus Co Ltd for the sale of the business of John Meadows & Son to the latter company. The agreement provided for United Counties to apply to the Traffic Commissioners to take over Meadows' licences as follows:

Kettering, Dalkeith Place - Kettering, Kingsley Avenue
Kettering - Huntingdon
Kettering, Timpson's Factory - Kettering, Market Square
Thrapston - Thrapston (Circular)
Thrapston - Huntingdon
Catworth - Kimbolton - Huntingdon
E&T Catworth

The purchase price paid by United Counties was £7,750 and this included the eight public service vehicles John Meadows was operating at the time, which comprised Leylands RA 5365 and RA 6602; Dennis BU 7186 and NV 1361; Bedfords NV 5508, NV 6225 and NV 6977; and G.M.C. VO 4408.

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The deal was concluded and United Counties took over the stage-carriage services with effect from 4th December 1938 and, because of territorial agreements with Eastern National, arranged for the latter company to take over the Thrapston - Thrapston circular and Thrapston - Huntingdon routes whilst the two companies jointly operated the through Kettering - Huntingdon service. The Excursions and Tours licence from Catworth was taken over directly by Eastern National. Similarly, a number of Meadows' vehicles were passed on to Eastern National as part of the deal.

After selling his bus services to United Counties, John Meadows, who incidentally had three marriages, devoted himself to farming and had about sixteen acres of land at Hogs Hole between Burton Latimer and Isham. He continued to drive his car until he was ninety and died after a short illness at his home at Barton Seagrave in 1961 aged ninety-three years.

I am most grateful to Douglas Ashby, grandson of John Meadows, and Reg Goodman for information supplied on the life of John Meadows.



John Meadows & Son used Bell Punch tickets, three examples of which are shown above.

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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				
	BD 9735	W & G		13768		B26		7/24	c11/30	12/33	Meadows & Frost, Kettering	No subsequent operator		
	RP 9322	W & G	LF	2656		B26		8/30	c11/30	by12/35	Meadows & Frost, Kettering	Williams, Langhorne		
	SC 4193	Gilford	166OT		Wycombe	B32R		-/29	c-/31?					
	UD 2594	Brockway	JBF	26271	Duple	B20	1501	1/29	c-/31?	by12/35		Haywood,		
	NV 1361	Dennis	Lancet	170036	Willmotts	C32F		5/32	-	12/38		/Page, Cleeve	United Counties (540)	
	BU 7186	Dennis	Lancet	170073	Duple	C32R	2794	4/32		12/38			United Counties (541)	
	RA 5365	Leyland	Lion PLSC3	46196	Leyland	B32F		3/28	c-/35	12/38	/Paragon, Oldham Holland Bros., B'ham (dlr/ Trent (1306)	United Counties (542)		
	RA 6602	Leyland	Lion PLSC3	47339	Leyland	B32F		8/28	c-/35	12/38	Holland Bros., B'ham (dlr/ Trent (1307)	United Counties (543)		
	NV 5508	Bedford	WLB	109982	Willmotts	B20F		7/35	-	12/38			United Counties (538)	
	NV 6225	Bedford	WTL	878265	Grose?	B20F		12/35	-	12/38	Supplied Grose Ltd., Northampton	United Counties (539)		
	NV 6977	Bedford	WTB	110286	Grose?	B20F		4/36	-	12/38	Supplied Grose Ltd., Northampton	United Counties (544)		
	VO 4408	G.M.C.	T30	307923	Rainforth	B20F		9/30	c12/36	12/38		United Counties (545)		
											/Barton (246)			

Notes: