

Bygone Buses

of
NORTHAMPTONSHIRE

NN-AD2
Page 1

ADAMS. Leslie James T/A BUCKBY'S COACHES 27 High Street, ROTHWELL

The account which follows continues the story of H Buckby & Son of Rothwell which can be found under reference NN-BU1.

Leslie James Adams was born in 1914 and as a lad he assisted Harry Buckby with his bakery business and was often to be found accompanying the bread delivery cart as it progressed along its rounds in the Rothwell area. In 1928 Jim Adams left school at the age of fourteen and commenced work with A F Cooper, who operated a garage business in Rothwell, where he was given a grounding in the mechanical aspects of motor engineering.

In 1935 Jim Adams left Cooper's and went to work for Fred Buckby where, in the ensuing years, he was given more and more responsibility for the operation of the coaches and became Fred Buckby's manager and general factotum. At the end of the second World War



Jim Adams' first three vehicles - from left to right - NV8777 Bedford WTB/Grose; NV 7612 Bedford WTB/Willowbrook and NV 3913 Dennis Ace/Willowbrook. Jim Adams stands to the left of NV 8777.

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.

ADAMS. Leslie James - ROTHWELL

Fred Buckby decided to dispose of his coaching business and gave Jim Adams the opportunity to purchase the outfit, which he did on 1st April 1945. Jim Adams could afford only three of the vehicles then operating and he took over Fred Buckby's Dennis Ace registered NV 3913 and two Bedford WTBs registered NV 7612 and NV 8777. The remainder of the fleet was disposed of separately by Fred Buckby.

The Buckby name was well known and respected in the Rothwell area so it made good commercial sense for Jim Adams to retain the operating name of "Buckby's Coaches". The livery of the vehicles was red, maroon and cream, colours which Jim Adams continued to use for his fleet.

Jim Adams persevered with his three vehicles for a couple of years and as the build-up in the post-war requirements for private hire and excursions developed, the need arose to acquire additional rolling stock. Only second-hand coaches could be obtained and, for that matter, probably afforded. A 1934 Maudslay with 32-seat Grose bodywork was purchased from York Bros. of Northampton and this machine bore the registration number NV 3493. A second ex-York Bros. Maudslay was obtained via Knight's Coaches of Northampton and this vehicle was registered TF 3759 and dated from 1930, although its Burlingham body had been fitted in 1936. The third vehicle acquired also had a connection with York Bros. but its history at present remains a mystery. The vehicle concerned was a Bedford OWB with S.M.T. 32-seat utility bus body that had been ordered by York Brothers, was new in February 1943 when it was registered CBD 101, but was not taken into stock by York's. The whereabouts of CBD 101



Jim Adams' Bedford OWB - CBD 101 - photographed after 1949 when it was rebodied by Duple.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-AD2

Page 3

ADAMS. Leslie James - ROTHWELL



NV 3493 originated with York Bros. of Northampton and was acquired by Buckby's Coaches circa 1947. It was a Grose bodied Maudslay ML3H seating thirty-two passengers.



This 1930 Maudslay ML3BC registered TF 3759 with 1936 Burlingham bodywork was bought by Jim Adams from Knight's Coaches of Northampton having earlier been operated by York Brothers, also of Northampton.

ADAMS. Leslie James - ROTHWELL

between 1943 and circa 1947, when Jim Adams bought it, has not yet been discovered. Possibly it was commandeered by the Military Authorities and released after the War for civilian use. In any event, its utility body was unsuitable for Adams' needs and arrangements were made for it to be rebodied by Duple with a standard 29-seat Vista body, in August 1949.

As soon as new rolling stock could be obtained after the War, Jim Adams ordered two Bedford OBs and a Leyland Tiger. The OBs were delivered in March 1948 and December 1949 when they were registered EBD 567 and FNV 280 respectively and both were fitted with ubiquitous Duple Vista bodies accommodating 29 passengers. The Leyland Tiger appeared on the scene in April 1950 as FNV 946 and it carried Whitson full-fronted thirty-three seat coachwork. Presumably the above three vehicles replaced older rolling stock - probably the two Maudslays and the Dennis Ace.



Bedford OBs with Duple Vista coachwork were the staple diet of independent operators in the post-War period and in this view can be seen Buckby's Coaches EBD 567.

Buckby's Coaches, under Fred Buckby's ownership, held excursion and tours licences permitting operation from Kettering, Rockingham Road Stand and Rothwell, Fox Street, with pick-ups at Loddington, Thorpe Malsor and Harrington. Jim Adams was granted similar licences in his own right when the Buckby licences were due for renewal.

Jim Adams originally traded from 27 High Street, Rothwell. He later lived at 11 Oxford Street, Rothwell and his garage was also situated in this same street, a short distance from his house. Premises at 1 School Lane, Rothwell were also used by the business.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-AD2

Page 5

ADAMS. Leslie James - ROTHWELL



This Bedford OB registered FNV 280 was new to Leslie Adams in December 1949. It carried the usual twenty-nine seat Duple Vista bodywork of the period and was photographed at Leicester some ten years later in November 1959. (Photo courtesy D M Bailey)



Not the sharpest of photographs but this illustration depicts FNV 946, a Leyland Tiger PS2/5 with fully-fronted Whitson body. The "L J A" monogram can be seen on the side of the coach.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-AD2

Page 6

ADAMS. Leslie James - ROTHWELL

During the 1950s another eight vehicles were taken into the fleet, including a new Bedford SB registered HRP738 and a Bedford SB1 registered TNV 486. Second-hand acquisitions included A.E.C Regals KKA 24, LTO 51 and JGE 426, and Bedford SBG KBD 516 which came from nearby operator Dilks of Desborough. It was in March 1955 that Jim Adams took over Fred Buckby's remaining school contract which carried pupils from Maidwell and Draughton to Rothwell School and with this contract came Fred Buckby's elderly 14-seater Commer - VV 8467 - which dated from 1940. Thereafter a minibus remained in the fleet throughout the period Jim Adams owned the business. The Commer was replaced in 1959 by a Morris J2 registered TNV 65 and this in turn was superseded in 1966 by another Commer registered WWV 188. This latter minibus was in due time replaced by DVM 356C - again a Morris - in 1967 and finally an Austin-Morris registered ABD 757J appeared on the scene in 1972.



The Burlingham Seagull thirty-five seater coachwork fitted to HRP 738 was possibly rather on the heavy side for a Bedford SB chassis but this coach enjoyed a seven year life with Adams prior to sale to Royal Blue of Pytchley in 1960. (Photo courtesy D M Bailey)

Bygone Buses

of
NORTHAMPTONSHIRE

NN-AD2

Page 7

ADAMS. Leslie James - ROTHWELL



This smart little Morris J2 twelve seater minibus was acquired principally for a school contact in May 1959 when it was registered TNV 65. (Photo courtesy D M Bailey)



Bedford SB1 - TNV 486 - with its Plaxton Consort body is depicted in this illustration. (Photo courtesy R H G Simpson)

Bygone Buses

of
NORTHAMPTONSHIRE

NN-AD2

Page 8

ADAMS. Leslie James, ROTHWELL



LTO 51 was an A.E.C. Regal III with attractive Duple coachwork previously run by Fred Abbott of Great Doddington and subsequently by Royal Blue of Pytchley.



Burlingham Seagull bodied coaches were a popular choice of operators in the 1950s and this example is mounted on an A.E.C. Regal IV chassis and registered JGE 426. Jim Adams bought it second-hand in 1957.

ADAMS. Leslie James, ROTHWELL

Fred Buckby, it will be recalled, after selling his coaches to Jim Adams, continued in business with a petrol retailing facility, car hire and funeral business, operating from his premises in Harrington Road, Rothwell. In August 1960, Fred Buckby retired and Jim Adams bought the remainder of Fred Buckby's business, including the Harrington Road garage. Jim continued with all the activities with which Fred Buckby had previously been engaged and in due course Jim formed "Federal Funeral Services" with another partner but eventually this side of the business was discontinued. To assist in raising the capital required for the purchase, Jim Adams sold the goodwill of his Kettering Excursions and Tours licence, together with three coaches, to Royal Blue Coach & Transport Co. Ltd. of Pytchley, who were keen to extend their range of licensed destinations from the Kettering area. Amongst other things, Jim Adams was a J.P. and because of the variety of his interests, the coaching side of his activities probably never reached its full potential and the fleet was not intensively employed.

Conventional rolling stock taken into the fleet for the remainder of the period under review included the following machines:

- HRP 100 - A.E.C. Regal/Whitson - acquired 1/62.
- UEW 973 - Bedford SB1/Plaxton - acquired 3/63.
- PWX 332 - Commer Avenger/Plaxton - acquired 12/63
- TWJ 243 - A.E.C. Reliance/Duple - acquired 1/64
- TAY 752 - Ford 570E/Duple - acquired 10/64
- VBD 36 - Ford 570E/Duple - acquired 4/65
- JBD 273D - Ford R192/Duple - bought new 6/66
- DPP 777B - Bedford VAL/Plaxton - acquired 12/71
- EEF 435E - Bedford VAM/Plaxton - acquired 12/71
- ENV 310C - Bedford VAL/Plaxton - Acquired 5/72
- XEA 610H - Ford R226/Duple - Acquired 3/74



This was the second Ford 570E Jim Adams bought second-hand in the 1964/5 period and VBD 36 came from the York Bros. stable and gave another seven year's service.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-AD2

Page 10

ADAMS. Leslie James, ROTHWELL



Fred Abbott was still the owner of A.E.C. Regal III registered HRP 100 and sporting a Whitson body when photographed. Jim Adams bought it in 1962.



The penultimate acquisition of Buckby's Coaches was this former Shelton-Orsborn of Wollaston Bedford VAL 14 with Plaxton Panorama fifty-two seat coachwork registered ENV 310C and shown here with it's original operator. (Photo courtesy M Knight).

ADAMS. Leslie James, ROTHWELL

In addition, in April 1968, when Desborough operator T G Dilks gave up coach operations Mr Dilks sold his A.E.C. Reliance with Duple Northern bodywork, registered CDU 391B, to Jim Adams. Mr Dilks retained the contract he was operating at this time for Rigid Containers of Desborough and thus Leslie Adams operated it on behalf of Dilks Coaches. Over the years Jim Adams operated various Works and Schools contracts including runs from the Kettering area to Brooklands Aviation at Buttocks Booth; from Corby, Stanion and Geddington to Kettering box manufacturers Seddon & Arlidge and school journeys from Arthingworth, Draughton and Wilbarston to Rothwell and from Corby to Kettering.

Jim Adams had a son - Anthony - who worked for his father and it was expected he would take over the business when his father retired. Sadly, Anthony Adams died prematurely at the age of thirty-two after suffering a heart attack whilst taking a party in a coach to Blackpool. This unexpected event was to result in Leslie Adams selling his coach business to the children of Arthur Cooper of Rothwell (See NN-CO10). Thus from 1st December 1975 Howard Cooper, Richard Cooper and Jennifer Hochrath became the owners of Buckby's Coaches and the six vehicles being operated at the time. The ownerships of Buckby's Coaches and Cooper's Coaches were different and so the two firms were operated separately, each in its own right. The Harrington Road premises were not included in the sale.

Thanks are due to the late Mr Jim Adams, without whose assistance this story would have been less detailed.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	NV 3913	Dennis	Ace	200121	Willowbrook	B20F	2654	5/34	4/45	c-/48	H Buckby & Son, Rothwell	E Church, Pytchley	
	NV 7612	Bedford	WTB	110701	Willowbrook	C25F	2882	7/36	4/45	c-/50	H Buckby & Son, Rothwell	W G Eales, Wellingboro'	
	NV 8777	Bedford	WTB	110936	Grose	C25F	-	3/37	4/45	By -/50	H. Buckby & Son, Rothwell	/J Allen, Roston	
	NV 3493	Maudslay	ML3H	5111	Grose	C32R	-	3/34	c-/47	c6/50	York Bros., Northampton	/T Elvins & Son Ltd(Contr) P G Buckby, B Latimer	
	TF 3759	Maudslay	ML3BC	4939	Burlingham (1936)	C30F	?	12/30	c-/47	c-/49	H S Knight, Northampton		
	CBD 101	Bedford	OWB	12504	1. S.M.T.	UB32F	-	2/43	4/43	-		R Jeffs, Helmdon	1
	EBD 567	Bedford	OB	72824	2. Duple	C29F	51903	8/49	-	11/58	Supp. Grose, Northampton	/Turnell, Rattlesden	
	FNV 280	Bedford	OB	124008	Duple Vista	C29F	46721	12/49	-	12/63	Supp. Yeates, Loughborough	/Athelstan, Malmesbury	
	FNV 946	Leyland	Tiger PS2/5	500022	Whitson	FC33F	-	4/50	-	4/58		/Shiple, Ashton E Church, Pytchley	
	HRP 738	Bedford	SB	15566	Burlingham	C35F	5494	-/53	-	8/60		Grose Ltd. N'pton /Webster, Pattishall 8/59	
	KKA 24	A.E.C.	Regal III	9621E446	Duple "A"	C35F	?	6/49	9/54	4/59	/MacShane, Liverpool F Buckby, Rothwell		
	VV 8467	Commer				14		-/40	3/55	5/59			
	LTO 51	A.E.C.	Regal III	9621E702	Duple "A"	C35F	45461	3/50	3/56	8/60	F Abbott, Gt.Doddington	E Church, Pytchley	
	JGE 426	A.E.C.	Regal IV	9821E641	Burlingham	C37C	4940	7/51	5/57	8/60		E Church, Pytchley	
	KBD 516	Bedford	SBG	26691	Seagull Duple Vega	C36F	?	3/54	11/58	3/63	/Westercroft, Halifax T G Dilks, Desborough	/Keymer, Aylesham	
	TNV 65	Morris	J2	J2BM43448	Morris	12	-	5/59	-	2/66		/ T R Smith, Leicester	
	TNV 486	Bedford	SB1	71073	Plaxton Consort IV	C41F	592623	6/59	-	12/70		/Hunt, Alford Kirkby, Anston /Dodd, Belton	
	HRP 100	A.E.C.	Regal III	9621E1479	Whitson	FC35F	-	1/53	1/62	1/64	F Abbott, Great Doddington		
	UEW 973	Bedford	SB1	67811	Plaxton Consort IV	C41F	582400	1/59	3/63	6/66	F Cowley, Salford/ Whippet, Hilton	/Mowbray, Stanley	
	PWX 332	Commer	Avenger III	T85A0221	Plaxton Venturer	C35F	2755	1/56	12/63	4/65	/Hebble M.S. Ltd. (41)	/Stapleford, Markfield	
	TWJ 243	A.E.C.	Reliance	MU3RV481	Duple Ellizabethan	C41C	213/3	5/55	1/64	4/69	/Sheffield United Tours (243) T G Dilks, Desborough		
	TAY 752	Ford	570E	510E22461	Duple Vega	C41F	1112/22	6/59	10/64	12/71		/Canham, Whittlesey	
	VBD 36	Ford	570E	510E36685	Duple Yeoman	C41F	1126/84	3/60	4/65	5/72	A Moseley, Loughborough /York Bros.,Northampton	/Mobile Caravan	
	WWV 188	Commer	1500	VHD003414	Marshall	11	-	9/60	3/66	9/67	/Canning, Kings Sutton		
	JBD 273D	Ford	R192	BCO4E?14712	Duple Empress	C45F	1203/33	6/66	-	11/75		Cooper, Rothwell	

Notes:

1 - Ordered by York Bros., Northampton but not operated.

Bygone Buses

NORTHAMPTONSHIRE

of

ADAMS, Leslie James, ROTHWELL

NN-AD2

Page 13

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES	
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D				
DVM356C		Morris	J2M16	134728	Williams Deansgate	12	-	10/65	9/67	1/72	/Button, Brackley T G Dilks, Desborough	/Hopgood, Shepshed		
CDU391B		A.E.C	Reliance 470	2MU3RA5459	Duple N Commander	C41F	1187/17	7/64	4/68	4/74		/Rickys, N.under Lyne Cooper, Rothwell		
DPP777B		Bedford	VAL 14	1577	Plaxton Panorama I	C52F	652709	12/64	12/71	11/75		/Jeffways & Pilot, High W	Cooper, Rothwell	
EEF435E		Bedford	VAM 5	7803674	Plaxton Panorama I	C45F	672347	4/67	12/71	11/75		/Beeline, W.Hartlepool	Cooper, Rothwell	
ABD757J		Austin-Morris	250JU	32564	B.L.M.C.	12		7/71	1/72	11/75		/Fox, Towcester	Cooper, Rothwell	
ENV310C		Bedford	VAL 14	1806	Plaxton Panorama Duple	C52F	652719	5/65	5/72	11/75		/Orsborn, Wollaston	Cooper, Rothwell	
XEA610H		Ford	R226	BCO4JA55746	Viceroy 37	C53F	214/29	4/70	3/74	11/75		/County,Leicester	Cooper, Rothwell	
		Vehicle possibly owned by L J Adams:												
EF7663		Bedford	OWB	25966	S.M.T. Vista	UB28F	-	-/42	?	?	/Parker, Surfle	/Grange, Peterborough		