

Bygone Buses

of
NORTHAMPTONSHIRE

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OWEN. George Thomas later G. T. Owen & Sons Ltd. (413086) Frog Lane UPPER BODDINGTON

George Thomas Owen, with whom this paper is mainly concerned, was born at Wormleighton on 15th September 1886, the son of a farmer also named George. Before the turn of the century the Owen family had moved to Upper Boddington and in the 1901 Census, George (senior) is described as being a farmer and carrier. George Thomas Owen worked for his father on the farm and assisting with the horse-drawn carrier's cart, subsequently taking over on his father's retirement prior to the 1914-18 War.

George Thomas Owen duly married Minnie Upton from nearby Great Bourton, in January 1908 and over the course of the next decade the couple had seven children - four daughters and three sons, one of whom died in infancy. The surviving boys - Rupert Thomas (born 23rd September 1913) and Maurice Albert (born 6th June 1915) were later to participate in George Owen's coaching business.

The 1914 Kelly's Directory of Northamptonshire lists George Thomas Owen as the Upper Boddington carrier, operating to Leamington on Saturdays, where he sold eggs, butter and other farm produce. Many years later when interviewed by a local newspaper reporter, George recalled that:- "Before the First World War, I used to run a horse and cart up to Leamington every Saturday. I only missed once in sixteen years. I used to take farm produce and sell it. The winters were really hard in those days. Once I had to leave the tackle miles away because the snow was so deep. I had to walk home and when I arrived my wife took my overcoat off and it was so frozen that it stood upright on the floor. It was rough in those days".

George Owen in due course received his call-up papers to join the fighting forces in the First World War but the Government decreed that his occupation as a farmer was equally as important to the nation, so George remained at Upper Boddington. It was after the War that George bought his first motor vehicle in December 1920. This was a seven-seater Ford T registered BW 4219 and George used it to take six farmers to Banbury Market each week. It is said the farmers each paid 2s 3d (11p) return. Three years later, in November 1923, George Owen either replaced his Ford T with a new one registered

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BD 8563, recorded as seating six passengers, or added this machine to his stock. Exactly when he bought his first conventional bus, no doubt a fourteen seater, is unknown as any acquisition made in the 1920s must have been a second-hand purchase, details of which have not yet come to light. It seems almost certain that George Owen operated only one bus at this time, with which he established Thursday and Saturday market day services from Upper Boddington to Banbury. On other days his vehicle would have been available for hire.

In addition to his bus, George expanded his business activities by running taxis as required from Upper Boddington, mostly to Woodford Halse Station to connect with Great Central trains, and over the years developed a motor garage and repair facility adjacent to his home in Frog Lane, Upper Boddington and he also retailed petrol. Later on George seized other business opportunities and became the local agent for a couple of Insurance Companies.

As the 1920s drew to a close there was much talk of impending legislation designed to regulate bus operations and to bring order to what some saw as chaos in the laissez-faire provision of services that had developed since the end of the First World War. This legislation manifested itself as the Road Traffic Act, 1930, which to all intents and purposes was introduced from 1st April 1931. The consequence of this legislation as far as George Owen was concerned was that he had to apply to the Traffic Commissioners for Road Service Licences to continue the local services he had been operating in the 1930/1 period. Accordingly Owen submitted the following two applications for stage carriage services:-

Upper Boddington (Garage) to Banbury (Trinder's Garage, Bridge Street) via Lower Boddington, Aston-le-Walls, Chipping Warden, Wardington and the B4036, on Thursdays only. The Traffic Commissioners' references were E13744, later TER 1021/1. It is understood that two journeys each way were provided, leaving Upper Boddington at 10.00am and 1.00pm, returning from Banbury at 12.15pm and 4.15pm.

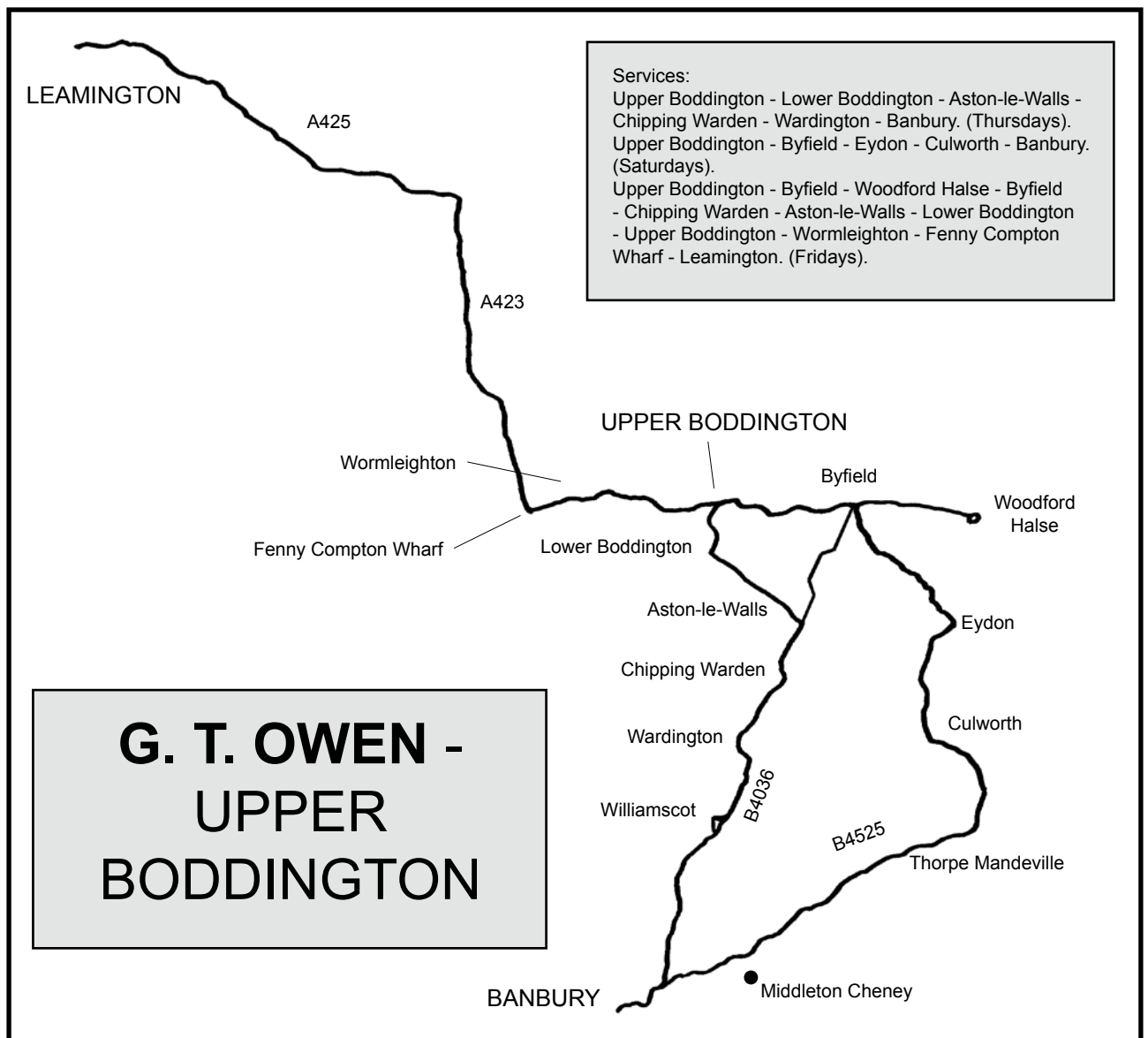
Upper Boddington (Garage) to Banbury (Trinder's Garage, Bridge Street) via Byfield, Eydon, Culworth and the B4525, on Saturdays only. The Traffic Commissioners' references were E13745, later TER 1021/2. In this case the service provided an evening facility to Banbury leaving Upper Boddington at 6.05pm and returning at 10.20pm.

When renewed in 1932, the Saturday service had a condition attached to it to prevent local passengers being carried into or from Banbury over the section of route covered by Midland Red's Banbury - Middleton Cheney services. A year after that, the village of Thorpe Mandeville was included as a picking up point, whilst on the Thursday service Williamscoth was added to the route. Another aspect of the 1930 Road Traffic Act was a tightening up of maintenance standards for public service vehicles and, no doubt partly as a result of this, George Owen decided to purchase a brand new Chevrolet "U" type chassis from Sidney Ewins' Garage at Banbury. This fourteen seater bus was registered

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RP 9892 on 9th March 1931. Regrettably no photographs of George Owen's pre-War rolling stock have come to light. It is likely that this Chevrolet replaced the bus George was using prior to this date.

The next development came in September 1933 when George Owen applied to the Traffic Commissioners to run an excursion from Upper Boddington to a Birmingham Football match and this soon led him to seek a licence for a small group of tours picking up at Upper Boddington and for a distance of four miles from this point on various tours. George was successful in this venture, the licence taking the reference TER 1021/3. Not long afterwards an application was submitted to the West Midland Traffic Commissioners for excursions and tours centred on Priors Hardwick and Priors Marston. Furthermore, in June 1934, an additional nine day tours and four mystery tours were added to the Upper Boddington excursion licence.



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To operate these tours George Owen required a coach and during 1934 he purchased a used Gilford model with twenty seater Strachan & Brown bodywork that had earlier been in the fleet of the East Kent Road Car Company. It was registered OT 8376, having been new in 1928 to Aldershot & District.

In the Autumn of 1934 George Owen decided to expand his stage-carriage service operation by applying to the Commissioners for a new service from Upper Boddington to Leamington Spa on Fridays only. Whilst the route commenced from Owen's Garage at Upper Boddington, it first travelled in an easterly direction to Woodford Halse before retracing its steps to Byfield and then being routed via Chipping Warden, Aston-le-Walls and Lower/Upper Boddington before heading north-west to Leamington (Regent Hotel Yard) via the A423 and A425. The East Midland reference for this service was TER 1021/5 and its timetable varied between winter and summer months. In the winter it arrived at Leamington at 2.15pm, returning at 6.00pm whilst in the summer Leamington was reached at 2.45pm and the return trip was delayed until 7.00pm. In the Spring of 1935 picking up points at Wormleighton and Fenny Compton Wharf were added to the timetable and a Summer only Sunday service was added, leaving Upper Boddington at 1.45pm, arriving at Leamington at 3.15pm and returning at 8.00pm, but soon retarded to 8.15pm. Leamington was a popular destination for people wishing to visit the Jephson Gardens and to take tea in the Pavilion. Thereafter, until the War, George Owen's services remained unaltered apart from a few fare changes.

In addition to the stage-carriage bus services remaining constant for the rest of the 1930s so, too, did George Owen's fleet. As far as is known, only a second-hand A.J.S. Pilot with Petty twenty-six seat coachwork was bought circa 1939 from local operator K W Services of Daventry. This machine dated from 1931 and carried the registration number NV 388.



An illustration of NV 388, an A.J.S. Pilot with coachwork by Petty Bros of Hitchin is available albeit in the livery and ownership of Kingston Brothers of Blakesley.

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Earlier in this paper mention was made of George Owen's two sons - Rupert and Maurice. Both joined their father when they left school, with Rupert becoming a mechanic, learning on the job and through a Mr Turnock who was a trained fitter working for George Owen, and Maurice concentrating on the clerical requirements of the business and taking a correspondence course in bookkeeping.

With the onset of the Second World War in September 1939, conditions obviously changed rapidly. Any excursions George Owen may have operated would not have been possible after 1940 and, indeed, A.J.S. Pilot NV 388 was taken out of service at the end of June 1940 and the Gilford coach OT 8376 may have been withdrawn prior to this date, but hard evidence of this is unavailable. During the War the Banbury and Leamington stage-carriage services probably continued much as before although it is not known if the Sunday operation to Leamington survived.

There was a Prisoner of War Camp situated between Byfield and Upper Boddington so George Owen may have provided transport for P.o.Ws.

George Owen is also known to have been issued with two Defence Permits that allowed him to operate Express services from the Upper Boddington and Woodford Halse areas to the Northern Aluminium Works at Banbury. These routes took the references TER 1021/6 and 7, and were operated daily on a contract basis as required by the Works. To operate the Aluminium Works services George Owen would have required at least one additional vehicle and in February 1941 he managed to obtain a Bedford WTB registered SB 5740, with twenty-five seat Duple bodywork. If George acquired any other buses during the War, information about them remains obscure.

In 1940 Maurice Owen was called up to join the Army and spent the next six years in the forces where he also received mechanical training. The importance of Rupert Owen's job in transporting workers to the Banbury Aluminium Works meant that he was not conscripted.

After the War George Owen felt the time was ripe for expansion as the general public after six years of austerity yearned for travel and relaxation. In order to achieve this expansion, in June 1946 George Owen and his two sons converted the coaching business into a limited company. Consequently G T Owen & Sons Ltd (413086) was incorporated on 19th June 1946 with a nominal capital of £6,000 divided into 6,000 Shares of £1 each. The Directors of the new company were George Thomas Owen - 3,750 Shares; Rupert Thomas Owen - 500 Shares; Maurice Albert Owen - 500 Shares and George's wife Minnie Owen - 250 Shares, giving a total issued capital of 5,000 Shares.

Undoubtedly the formation of the Limited company facilitated the acquisition by G T Owen & Sons Ltd of the business of George's old friend T E Haynes of Priors Marston. In August 1946 the company applied to the Traffic Commissioners for Road Service Licences to take over the following services previously operated by either George Owen as an individual, or by Ted Haynes.

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Traffic Commissioners' New Ref.	Traffic Commissioners' Old Ref.	Type of Licence	Terminal 1	Terminal 2	Days of operation
TER 3478/1	Owen TER 1021/1	Stage	U. Boddington	Banbury	Thurs
TER 3478/2	Owen TER 1021/2	Stage	U. Boddington	Banbury	Sats
TER 3478/3	Owen TER 1021/5	Stage	U. Boddington	Leamington	Fr/Sum Su
TER 3478/4	Owen TER 1021/6	Express	U. Boddington	Banbury*	Daily
TER 3478/5	Haynes D4093	Stage	U. Boddington	Rugby	Mons
TER 3478/6	Haynes D7232	Stage	U. Boddington	Banbury	Thurs
TER 3478/7	Haynes D4094	Stage	U. Boddington	Leamington	Su/W/Fr
TER 3478/8	Owen TER 1021/7	Express	Woodford Halse	Banbury*	Daily
TER 3478/9	Haynes D7233	Express	U. Boddington	N'hampton	Alt Tu/Sat
TER 3478/10	Owen TER 1021/3	E & T	U. Boddington	—	—
TER 3478/11	Owen TER 1021/4 (Backing)	E & T	P. Hardwick	—	—

* - Banbury, Northern Aluminium Works.

By acquiring Haynes operations from nearby Priors Marston, Owen & Sons added new services to Rugby and Northampton together with alternative routes to Banbury and Leamington. The Owens are also known to have acquired two vehicles from Haynes and, whilst the dates of acquisition have not been recorded, it seems logical that the two machines changed hands as part of the above mentioned acquisition. One coach was a twenty seater Commer Centaur registered FW 3006 and the other was a fourteen seater Chevrolet which was probably registered UE 6362.



This was the fourteen seater Chevrolet acquired by George Owen from Ted Haynes of Priors Marston and believed to have been registered UE 6362.

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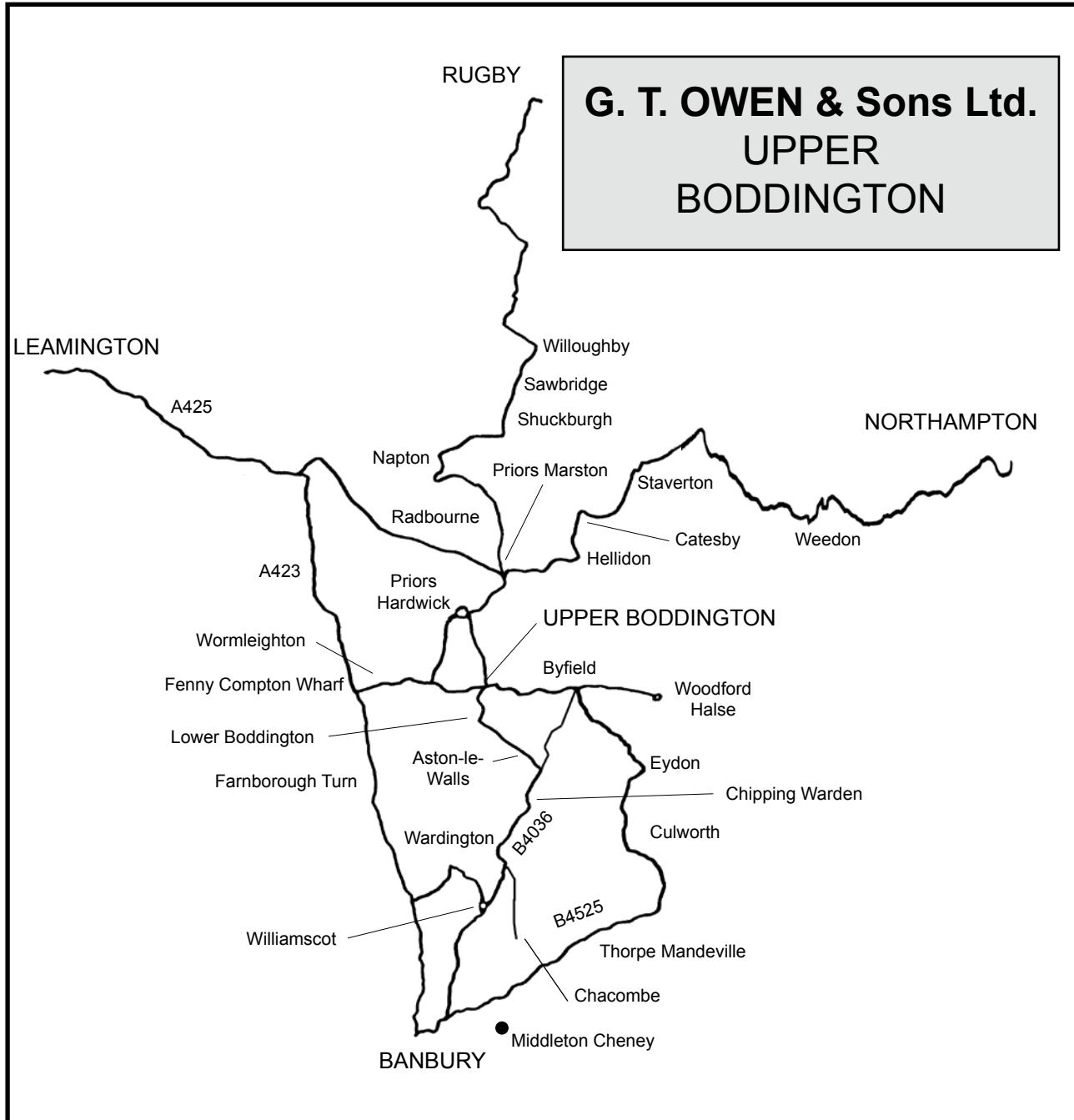
Additionally, possibly in 1946, George Owen acquired another second-hand Bedford WTB with twenty-five seat Duple body, from the War Department. This machine was registered WS 8074 having originated with the Scottish Motor Traction Company. It is also feasible that this vehicle was acquired during the War rather than after it.



Just the front end of WS 8074, a Duple bodied Bedford WTB, is visible in this photograph, albeit taken after it had passed from G T Owen & Sons to Reuben Osborne of Irthlingborough.

By May 1947 George Owen & Sons Ltd had applied to amend the express service between Upper Boddington and Northampton, which operated on alternate Tuesdays and Saturdays, to become a stage-carriage route operating every Saturday but still on alternate Tuesdays. The difference between an express and a stage-carriage service lay in the minimum fare charged. The revised service provided a late shopping/early cinema facility on Saturdays, leaving Upper Boddington at 1.10pm and returning from Northampton Mayorhold at 8.30pm. The alternate Tuesday service, on the other hand, left Upper Boddington at 9.40am and returned from Northampton at 4.00pm.

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Concurrently, the Upper Boddington to Leamington service received a standard all-year-round Friday timetable leaving Upper Boddington at 12.30pm and returning from Leamington at 6.00pm. The Summer only Sunday service continued unchanged between the first Sunday in May and the last in October.

In addition, in June 1947, Owen & Sons applied to expand their Saturday only Upper Boddington to Banbury service via Byfield, Eydon and Culworth to additionally call at Woodford Halse and to operate on Mondays to Fridays too, providing a worker's route to Banbury.

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In August 1947 the Owens were able to buy a new Bedford OB coach with the usual Duple Vista twenty-nine seat bodywork. This machine was sourced through Sidney Ewins' Banbury garage, was registered DNV 983 and gave the firm thirteen year's service. In November 1947 a utility Mulliner bodied war-time Bedford OWB was taken into stock having earlier been in the fleet of Premier Travel of Cambridge. It was registered ECE 794 and was probably mainly used on the Banbury Works services.



This photograph of Bedford OB/Duple Vista coach DNV 983 interestingly shows a partial reversal of its registration letters to read DNV 983 instead. It is unknown how long this bus ran with its incorrect plate or whether its rear number read DNV or DVN! (Photo courtesy R Marshall).

Service alterations applied for in January 1948 saw the discontinuance of the alternate Saturday operation of the Upper Boddington to Rugby route, leaving this as a Monday only service. The Upper Boddington to Leamington service was extended to start from Chacombe and proceed to Wardington, Chipping Warden, Aston-le-Walls and Lower Boddington to Upper Boddington and then via its usual route of Priors Hardwick and Priors Marston to Leamington. This route extension applied to Friday only journeys and not to the Wednesday and Saturday timings. Similarly, the Upper Boddington to Northampton service was extended back to Chacombe, proceeding via the same villages as the Leamington service to Upper Boddington prior to heading off to Northampton. In this case, however, the alternate Tuesday operation was dropped in favour of a regular Wednesday service, the day on which Northampton market was held. The Saturday route continued, as before, to run between Upper Boddington and Northampton.

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G T Owen & Sons Ltd used a bell punch ticketing system throughout the firm's history and shown below are examples of two 1947 weekly tickets and a later duplex weekly, which folded in half before punching. All three tickets were printed by the Bell Punch, Co. Ltd., London.



Three second-hand buses and coaches were taken into stock during 1948, two of which replaced older vehicles and the third was kept for only a month or two, if it was ever used. First to be purchased was a Bedford WLB registered UJ 5394 which was a twenty seater Duple bodied bus dating from 1935. Next was a most useful Maudslay Marathon coach carrying a thirty-two seat Burlingham body and this gave over four year's service. It was registered CJW 725 and previously ran for Bunty Coaches of Coventry. The third 1948 acquisition was UD 3026 which was a Dodge of some nineteen years of age. It came from Butler's Luxury Coaches of Henley, but why it was purchased is not clear.

In August 1948 G T Owen & Sons Ltd applied to revise the Saturday and Sunday timings on their two express services from Upper Boddington and Woodford Halse to the Aluminium Works at Banbury. Furthermore, the Banbury Aluminium Company withdrew its subsidy for the two services, which led Owen & Sons to institute new faretables with weekly rates from all boarding points. During the years 1949 and 1950 G T Owen & Sons made no alterations to their services

At some time around 1949, Maurice Owen decided that the life of a bus and coach operator was no longer right for him and when the Upper Boddington coal merchants Slatcher & Parsons came up for sale, Maurice took on this business and ran it until he retired. After this time G T Owen & Sons Ltd dropped the final "s" from "Sons" and thereafter traded as G T Owen & Son Ltd. However, this change was entirely unofficial as the name of the original company was never amended.

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The former Bunty Maudslay Marathon with Burlingham coachwork, registered CJW 725, looks to be in excellent condition when working for Owen & Sons and parked at Gloucester Green, Oxford. (Photo courtesy R H G Simpson)

Three more coaches entered the Owen fleet during 1950, the most notable of them being a Maudslay Marathon III equipped with thirty-three seat Plaxton coachwork. This machine took the registration number FNV 737 in February 1950 and was retained in the fleet for over fourteen years. It was followed by a new Bedford OB with Duple Vista twenty-nine seat bodywork in September 1950, being registered as JWY 669, presumably by the Dealer supplying it. Last, but not least, was a used Bedford WTB with twenty-six seater Duple Hendonian coachwork which carried the registration mark DNN 625.



In this photograph Bedford OB/Duple Vista JWY 669 passes the United Counties' garage at Kettering whilst operating a private hire, probably to Wicksteed Park.

(Photo courtesy R H G Simpson).

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G. T. OWEN & SONS, LTD.

Coach and Garage Proprietors

UPPER BODDINGTON
RUGBY

PHONE-BYFIELD 48

OFFICIAL TIME TABLE

PRICE 2d. EACH

Every endeavour will be made to maintain a standard service
The proprietors accept no responsibility for loss, damage, injury or delay
sustained by any passenger by reason of unpunctuality or failure to
maintain services.

H. E. Biddy & Co. Ltd., Printers, Peasey Street, Banbury

UPPER BODDINGTON to

LEAMINGTON

EVERY WEDNESDAY.

a.m.		p.m.	
Upper Boddington (leave)	9.40	Leamington (leave)	4.00
Priors Hardwick	9.50	Radbourne	4.45
Priors Marston	10.00	Priors Marston	5.00
Radbourne	10.15	Priors Hardwick	5.10
Leamington (arrive)	11.00	Upper Boddington (arr.)	5.20

EVERY FRIDAY.

a.m.		p.m.	
Chalcombe (leave)	9.30	Leamington (leave)	4.00
Wardington	9.35	Radbourne	4.45
Chipping Warden	9.40	Napton Turn	4.50
Aston le Walls	9.45	Priors Marston	5.00
Lower Boddington	9.47	Priors Hardwick	5.05
Upper Boddington	9.50	Upper Boddington	5.10
Priors Hardwick	9.55	Lower Boddington	5.12
Priors Marston	10.00	Aston le Walls	5.15
Napton Turn	10.10	Chipping Warden	5.20
Radbourne	10.15	Wardington	5.25
Leamington (arrive)	11.00	Chalcombe (arrive)	5.30

SUNDAYS.

Service to operate ALTERNATE SUNDAYS between April and September, and every fourth Sunday the remainder of the year.

Upper Boddington (leave)	p.m.	p.m.	Leamington (leave)	3.00	9.30
Priors Hardwick	2.00	8.00	Napton Turn	3.45	9.45
Priors Marston	2.05	8.05	Priors Marston	3.50	9.50
Napton Turn	2.10	8.10	Priors Hardwick	3.55	9.55
Leamington (arrive)	2.55	8.55	U. Boddington (arr.)	4.05	10.05

LEAMINGTON SERVICE

via Woodford, Byfield, Chipping Warden, Aston le Walls, Boddington, Wormleighton and Fenny Compton.

FRIDAYS ONLY.

p.m.		p.m.	
Upper Boddington (leave)	12.30	Leamington (leave)	6.00
Byfield	12.35	Fenny Compton Wharf...	6.25
Eydon	12.50	Wormleighton	6.30
Woodford White Hart	1.00	Upper Boddington	6.40
Woodford New Buildings	1.05	Lower Boddington	6.45
Byfield	1.10	Aston le Walls	6.50
Chipping Warden	1.20	Chipping Warden	6.55
Aston le Walls	1.25	Byfield	7.00
Lower Boddington	1.30	Woodford New Buildings	7.05
Upper Boddington	1.35	Woodford White Hart	7.10
Wormleighton	1.45	Eydon	7.20
Fenny Compton Wharf...	1.50	Byfield	7.35
Leamington (arrive)	2.15	Upper Boddington (arrive)	7.45

SUNDAYS ONLY.

Commencing first Sunday in May, ending last Sunday in October.

p.m.		p.m.	
Upper Boddington (leave)	1.45	Leamington (leave)	8.15
Byfield	1.55	Fenny Compton Wharf...	8.40
Woodford White Hart	2.00	Wormleighton	8.45
Woodford New Buildings	2.05	Upper Boddington	8.55
Byfield	2.10	Lower Boddington	9.00
Chipping Warden	2.20	Aston le Walls	9.05
Aston le Walls	2.25	Chipping Warden	9.10
Lower Boddington	2.30	Byfield	9.15
Upper Boddington	2.35	Woodford New Buildings	9.20
Wormleighton	2.45	Woodford White Hart	9.25
Fenny Compton Wharf...	2.50	Byfield	9.30
Leamington (arrive)	3.15	Upper Boddington (arrive)	9.40

Above and next page:- A facsimile of G T Owen & Sons Ltd timetable that is known to have been current at March 1949. In fact it would have been in operation since early 1948 and remained current until around the end of 1951.

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NORTHAMPTON SERVICE

WEDNESDAY ONLY.

	a.m.		p.m.
Chalcombe (leave)	9.30	Northampton (leave)	4.00
Wardington	9.35	Staverton	4.35
Chipping Warden	9.40	Catesby	4.40
Aston le Walls	9.45	Hellidon	4.50
Lower Boddington	9.47	Priors Marston	5.00
Upper Boddington	9.50	Priors Hardwick	5.05
Priors Hardwick	9.55	Upper Boddington	5.10
Priors Marston	10.00	Lower Boddington	5.13
Hellidon	10.10	Aston le Walls	5.15
Catesby	10.20	Chipping Warden	5.20
Staverton	10.25	Wardington	5.25
Northampton (arrive)	11.00	Chalcombe (arrive)	5.30

EVERY SATURDAY.

	p.m.		p.m.
Upper Boddington (leave)	1.00	Northampton (leave)	6.30
Priors Hardwick	1.10	Staverton	7.05
Priors Marston	1.20	Catesby	7.10
Hellidon	1.30	Hellidon	7.20
Catesby	1.40	Priors Marston	7.30
Staverton	1.45	Priors Hardwick	7.40
Northampton (arrive)	2.20	Upper Boddington (arr.)	7.50

RUGBY SERVICE

MONDAYS ONLY.

	a.m.		p.m.
Upper Boddington (leave)	8.40	Rugby (leave)	3.00
Priors Hardwick	8.50	Granborough	3.15
Priors Marston	9.00	Sawbridge	3.22
Napton	9.10	Flecknoe Station	3.30
Shuckburgh	9.30	Shuckburgh	3.35
Flecknoe Station	9.35	Napton	3.55
Sawbridge	9.43	Priors Marston	4.05
Willoughby	9.50	Priors Hardwick	4.15
Rugby (arrive)	10.05	Boddington (arrive)	4.25

BODDINGTON to BANBURY

via Culworth.

MONDAYS, WEDNESDAYS, THURSDAYS AND FRIDAYS.

	a.m.		p.m.
Upper Boddington (leave)	7.35	Banbury (leave)	6.15
Byfield	7.40	Thorpe Mandeville	6.30
Woodford	7.50	Culworth	6.35
Eydon	8.00	Eydon	6.45
Culworth	8.10	Woodford	6.55
Thorpe Mandeville	8.15	Byfield	7.00
Banbury (arrive)	8.30	Boddington (arrive)	7.10

TUESDAYS ONLY.

	a.m.		p.m.	p.m.
Boddington (leave)	7.35	Banbury (leave)	1.15	6.15
Byfield	7.40	Thorpe Mandeville	1.30	6.30
Woodford	7.50	Culworth	1.35	6.35
Eydon	8.00	Eydon	1.45	6.45
Culworth	8.10	Woodford	1.55	6.55
Thorpe Mandeville	8.15	Byfield	2.00	7.00
Banbury (arrive)	8.30	Boddington (arrive)	2.10	7.10

SATURDAYS ONLY.

	a.m.	p.m.		p.m.	p.m.
Boddington (leave)	7.35	1.50	Banbury (leave)	12.15	6.15
Byfield	7.40	2.00	Thorpe Mandeville	12.30	6.30
Woodford	7.50	—	Culworth	12.35	6.35
Eydon	8.00	2.15	Eydon	12.45	6.45
Culworth	8.10	2.20	Woodford	12.55	6.55
Thorpe Mandeville	8.15	2.25	Byfield	1.00	7.00
Banbury (arrive)	8.30	2.40	Boddington (arrive)	1.10	7.10

UPPER BODDINGTON to

BANBURY

via Priors Marston, Priors Hardwick and Wormleighton.

THURSDAYS ONLY.

	a.m.		p.m.
Upper Boddington (leave)	9.50	Banbury (leave)	3.50
Priors Marston	10.00	Farnborough Turn	4.10
Priors Hardwick	10.10	Wormleighton	4.20
Wormleighton	10.25	Priors Hardwick	4.35
Farnborough Turn	10.35	Priors Marston	4.45
Banbury (arrive)	10.55	Upper Boddington (arrive)	4.55

UPPER BODDINGTON to

BANBURY

via Lower Boddington, Aston le Walls, Chipping Warden, Wardington and Williamsote.

THURSDAYS ONLY.

	a.m.	p.m.		p.m.	p.m.
Upper Boddington (leave)	10.00	1.00	Banbury (leave)	12.15	4.15
Lower Boddington	10.10	1.10	Williamsote	12.25	4.25
Aston le Walls	10.15	1.15	Wardington	12.30	4.30
Chipping Warden .	10.20	1.20	Chipping Warden..	12.35	4.35
Wardington	10.30	1.30	Aston le Walls	12.40	4.40
Williamsote	10.35	1.35	Lower Boddington	12.45	4.45
Banbury (arrive)	10.45	1.45	U. Boddington (arr.)	12.50	4.50

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What an elegant coach Maudslay Marathon FNV 737 was with its beautifully proportioned Plaxton coachwork! The livery of G T Owen's coaches was cream and blue.

By the end of 1951 it was clear that the operation of two coaches to the Banbury Aluminium Works was no longer cost effective and George Owen & Sons applied to the Traffic Commissioners to suspend the Upper Boddington service and to add Upper and Lower Boddington, Aston-le-Walls and Williamscot to the Woodford Halse route, only to withdraw the application prior to the Commissioners granting the variation. However, financial necessity dictated that by October 1952 the two routes had to be amalgamated as originally planned and the Upper Boddington licence TER 3478/4 was surrendered.

By 1952 George Owen's pre-War Maudslay Marathon registered CJW 725 had reached the end of its working life and to replace it a forty-four seat Sentinel bus was purchased in August of that year when it was allocated the registration NNN 998.

G. T. OWEN - UPPER BODDINGTON



The Owens' Sentinel registered NNN 998 was unlike anything else in the fleet, but it was retained for five years before moving north to Trimdon Motor Services in whose ownership it is seen here. (Photo courtesy Photobus).

The years between 1953 and 1956 were remarkably uneventful as far as the operation of G T Owen & Sons' local services were concerned. Nearly all licences due for renewal were not amended in any way apart from a general fares increase in 1956, the deletion of Eydon from one of the Friday Leamington service timetables and the addition of Sulgrave village to one of the Upper Boddington to Banbury routes. However, in July 1956 George Owen was aggravated by Midland Red when he proposed an additional Tuesday journey at 10.15am from Upper Boddington to Banbury via Byfield and Woodford Halse, but the matter was resolved by a restriction being applied to Owen's licence to prevent Byfield to Banbury passengers being carried.

G. T. OWEN - UPPER BODDINGTON

By the end of 1956 the Leamington services, in particular, were becoming a financial drain of the Owen's business and steps were taken to rationalise the operation. The Upper Boddington - Leamington Sunday service was reduced to operate on alternate weeks during the summer months and combining the routes of the firm's two licences to run via Priors Hardwick and Priors Marston instead of via Wormleighton and Fenny Compton. In addition the Wednesday Chacombe to Leamington journeys were withdrawn. During the winter period from October to April, the Sunday route from Upper Boddington to Leamington ran only on every fourth Sunday, an arrangement that must have been particularly difficult for intending passengers to cope with.

Banbury Service—continued

SATURDAYS

	a.m.	p.m.		p.m.	p.m.
Upper Boddington (leave)	7.35	1.50	Banbury (leave)	12.15	6.15
Byfield	7.40	2.00	Thorpe Mandeville .	12.25	6.25
Woodford	7.50	—	Sulgrave	—	—
Eydon	8.00	2.15	Culworth	12.35	6.35
Culworth	8.10	2.20	Eydon	12.45	6.45
Sulgrave	8.15	—	Woodford	12.55	6.55
Thorpe Mandeville ...	8.20	2.25	Byfield	1.00	7.00
Banbury (arrive)	8.30	2.40	U. Boddington (arr.)	1.10	7.10

NORTHAMPTON SERVICE

EVERY WEDNESDAY

	a.m.		p.m.
Chacombe ... (leave)	9.30	Northampton (leave)	4.00
Wardington	9.35	Staverton	4.35
Chipping Warden ...	9.40	Catesby	4.40
Aston Le Walls	9.45	Hellidon	4.50
Lower Boddington ...	9.47	Priors Marston	5.00
Upper Boddington ...	9.50	Priors Hardwick	5.05
Priors Hardwick	9.55	Upper Boddington ...	5.10
Priors Marston	10.00	Lower Boddington ...	5.13
Hellidon	10.10	Aston Le Walls	5.15
Catesby	10.20	Chipping Warden	5.20
Staverton	10.25	Wardington	5.25
Northampton (arrive)	11.00	Chacombe ... (arrive)	5.30

EVERY SATURDAY

	p.m.		p.m.
Upper Boddington (leave)	1.00	Northampton (leave)	6.30
Priors Hardwick	1.10	Staverton	7.05
Priors Marston	1.20	Catesby	7.10
Hellidon	1.30	Hellidon	7.20
Catesby	1.40	Priors Marston	7.30
Staverton	1.45	Priors Hardwick	7.40
Northampton (arrive)	2.20	Upper Boddington (arrive)	7.50

G. T. OWEN & SON

LIMITED

Coach and Garage Proprietors

Upper Boddington, Rugby

Telephone: BYFIELD 248



Official Time Table

Every endeavour will be made to maintain a standard service. The Proprietors accept no responsibility for loss, damage, injury or delay sustained by any passenger by reason of unpunctuality or failure to maintain services.

LEAMINGTON SERVICE

Service to operate every **FOURTH SUNDAY** October to end of April

Upper	p.m.	p.m.	Leamington (leave)	p.m.	p.m.
Boddington (leave)	1.50	7.30	Napton Turn ...	3.45	9.15
Priors Hardwick ...	2.00	7.40	Priors Marston ...	3.50	9.20
Priors Marston ...	2.05	7.45	Priors Hardwick ...	3.55	9.25
Napton Turn ...	2.10	7.50	U. Boddington (arr.)	4.05	9.35
Leamington (arrive)	2.55	8.25			

Above and next page:- Comparison of this 1957 timetable with the 1949 version shown on pages 12 and 13 clearly shows the reductions that had taken place in the Leamington services, referred to in the previous paragraph. The Northampton service, by contrast, had not altered at all. The Banbury routes have also fared well. Finally, it will be noted than the Upper Boddington to Rugby service on Mondays only is not listed in this 1957 timetable. Whilst its licence was renewed as expected in November 1956, no further mention of it is made in the Traffic Commissioners' "Notices & Proceedings". It seem likely, therefore, that the route was withdrawn at the same time that the Leamington services were reduced.

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Leamington Service – continued

ALTERNATE SUNDAYS May to end of September

	p.m.	p.m.		p.m.	p.m.
Upper			Leamington (leave)	3.00	8.30
Boddington (leave)	1.15	—	Napton Turn	3.45	9.15
Byfield	1.20	—	Priors Marston	3.50	9.20
Woodford Wh. Hart	1.25	—	Priors Hardwick	3.55	9.25
Woodford New Blds.	1.30	—	Upper Boddington	4.05	9.35
Byfield	1.35	—	Lower Boddington	—	9.40
Chipping Warden	1.45	—	Aston Le Walls	—	9.45
Aston Le Walls	1.50	—	Chipping Warden	—	9.50
Lower Boddington	1.55	—	Byfield	—	9.55
Upper Boddington	2.00	7.30	Woodford New Blds.	—	10.00
Priors Hardwick	2.05	7.40	Woodford Wh. Hart	—	10.05
Priors Marston	2.10	7.45	Byfield	—	10.15
Napton Turn	2.15	7.50	U. Boddington (arr.)	—	10.20
Leamington (arrive)	2.55	8.25			

FRIDAYS ONLY

	(leave)	a.m.		(leave)	p.m.
Chacombe	9.30		Leamington	4.00	
Wardington	9.35		Radbourne	4.45	
Chipping Warden	9.40		Napton Turn	4.50	
Aston Le Walls	9.45		Priors Marston	5.00	
Lower Boddington	9.47		Priors Hardwick	5.05	
Upper Boddington	9.50		Upper Boddington	5.10	
Priors Hardwick	9.55		Lower Boddington	5.13	
Priors Marston	10.00		Aston Le Walls	5.15	
Napton Turn	10.10		Chipping Warden	5.20	
Radbourne	10.15		Wardington	5.25	
Leamington (arrive)	11.00		Chacombe (arrive)	5.30	

FRIDAYS ONLY

	(leave)	a.m.		(leave)	p.m.
Wood. Wh. Hart	9.35		Leamington	4.00	
Woodford New Buildings	9.40		Radbourne	4.45	
Byfield	9.45		Napton Turn	4.50	
Upper Boddington	9.50		Priors Marston	5.00	
Priors Hardwick	9.55		Priors Hardwick	5.05	
Priors Marston	10.00		Upper Boddington	5.10	
Napton Turn	10.10		Byfield	5.15	
Radbourne	10.15		Woodford New Buildings	5.20	
Leamington (arrive)	11.00		Wood. Wh. Hart (arrive)	5.25	

BANBURY SERVICE

MONDAYS, WEDNESDAYS, THURSDAYS and FRIDAYS

	(leave)	a.m.		(leave)	p.m.
Boddington	7.35		Banbury	6.00	6.15
Byfield	7.40		Thorpe Mandeville	6.10	6.25
Woodford	7.50		Sulgrave	6.15	—
Eydon	8.00		Culworth	6.20	6.35
Culworth	8.10		Eydon	6.30	6.45
Sulgrave	8.15		Woodford	6.40	6.55
Thorpe Mandeville	8.20		Byfield	6.50	7.00
Banbury (arrive)	8.30		U. Boddington (arr.)	7.00	7.10

T.—Thursday Only.

TUESDAYS

	(leave)	a.m.		(leave)	p.m.
Upper Boddington	7.35	10.15	Banbury	1.15	6.00
Byfield	7.40	—	Thorpe Mandeville	1.25	6.10
Woodford	7.50	10.30	Sulgrave	1.30	6.15
Eydon	8.00	10.40	Culworth	1.35	6.20
Culworth	8.10	10.50	Eydon	1.45	6.30
Sulgrave	8.15	—	Woodford	1.55	6.40
Thorpe Mandeville	8.20	11.00	Byfield	2.00	6.50
Banbury (arrive)	8.30	11.10	U. Boddington (arr.)	2.10	7.00

THURSDAY ONLY

	(leave)	a.m.		(leave)	p.m.
Upp. Boddington	10.00		Banbury	3.15	
Priors Marston	10.10		Farnborough	3.35	
Priors Hardwick	10.15		Wormleighton	3.45	
Wormleighton	10.25		Priors Hardwick	3.50	
Farnborough	10.35		Priors Marston	4.00	
Banbury (arrive)	10.55		Upper Boddington (arr.)	4.10	

THURSDAY ONLY

	(leave)	a.m.		(leave)	p.m.
Upper Boddington	10.00	1.00	Banbury	12.15	4.15
Lower Boddington	10.10	1.10	Williamsote	12.25	4.25
Aston Le Walls	10.15	1.15	Wardington	12.30	4.30
Chipping Warden	10.20	1.20	Chipping Warden	12.35	4.35
Wardington	10.30	1.30	Aston Le Walls	12.40	4.40
Williamsote	10.35	1.35	Lower Boddington	12.45	4.45
Banbury (arrive)	10.45	1.45	U. Boddington (arr.)	12.50	4.50

Returning to the subject of rolling stock, two older buses - DNN 625 and NNN 998 - were replaced by one used coach and one new bus in 1957. In February a second-hand Bedford OB with Duple Vista coachwork and registered JUE 383 was acquired to replace the pre-War Bedford WTB carrying the index mark DNN 625. Approximately three months later the unusual Sentinel bus registered NNN 998 was traded in for a new Bedford SBG with Duple Midland forty-two seat bus body. This latter machine was registered ORP 743.

In this illustration the Bedford OB registered JUE 383 with twenty-nine seater Duple Vista body is seen at Northampton's Mayorhold. Note it carries the name "Owen & Son" in the left-hand destination aperture rather than "Owen & Sons".

(Photo courtesy R Marshall).



G. T. OWEN - UPPER BODDINGTON



Banbury provides the setting for this photograph of the pleasing looking Duple Midland bodied Bedford SBG registered ORP 743 in May 1957. (Photo courtesy R Marshall).

Application was made to the Traffic Commissioners in November 1957 for another general fares increase and very minor timetable changes to the Banbury route. However, in February 1958, the two Friday only Leamington journeys, as shown in the 1957 timetable on page 17, were amended to leave the Chacombe route as shown, but altering the Woodford Halse service to operate at the current times as a feeder service between Woodford and Boddington, with passengers transferring to the Chacombe vehicle at this point.

January 1960 saw the arrival of a new Bedford SB3 coach in the Owens' fleet, registered VBD 155. The chassis was mounted with a Plaxton Consort IV body seating forty-one passengers and it replaced the elderly Bedford OB dating from 1947 registered DNV 983.

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In this view VBD 155, the Bedford SB3 with Plaxton body, looks rather forlorn and somewhat damaged.

Throughout the 1960s, service alterations to many of G T Owen & Son's routes came thick and fast and are too numerous to detail individually. However the general thrust of the changes to each route can be summarised as follows:-

Leamington Service. In February 1961 the Friday operation provided a 9.30am Chacombe - Boddington - Leamington facility returning at 4.00pm. On every fourth Sunday in the winter months October to April and on alternate Sundays from May to September, two return journeys from Upper Boddington to Leamington at 1.50pm and 7.30pm were provided with return trips at 3.00pm and 8.30pm. In December 1962 application was made to discontinue the Sunday operation and this was followed by the abandonment of the Friday service in January 1964.

Northampton Service. In June 1965 G T Owen made application to the Traffic Commissioners to discontinue the Wednesday Chacombe - Boddington - Northampton service and in March 1966 this was followed by the surrendering of the Saturday Upper Boddington to Northampton licence.

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Banbury Services. The Banbury stage-carriage routes fell into several categories: there was a Monday to Friday workers facility from Boddington to Banbury; a Tuesday shoppers facility between the same points; two Thursday shoppers buses, one via Priors Marston, Priors Hardwick and Wormleighton and the other vis Aston-le-Walls and Chipping Warden; and a Saturday service from Boddington via Woodford Halse and Eydon to Banbury.

Dealing with these in the above order, George Owen applied to the Commissioners in May 1961 to extend his workers route to additionally run via Moreton Pinkney, but this was refused. A few months later, in October 1961, an additional 10.15am Upper Boddington to Banbury journey returning at 1.15pm, on Fridays, similar to that provided on Tuesdays, was granted by the Commissioners. A further workers journey at 6.50am from Upper Boddington to provide facilities for employees of the Lockheed Works at Banbury was added in June 1962 on Mondays to Fridays. Thereafter only minor revisions were made to this service. The Tuesday and Saturday journeys shown on the 1957 timetable were all part of the same licence as the workers' journeys, as they all followed a similar route from Boddington via Byfield, Woodford Halse, Eydon, Culworth, Sulgrave and Thorpe Mandeville to Banbury.

Of the two Thursday market day Banbury routes, the one originally provided by Owen was from Upper Boddington via Lower Boddington, Aston-le-Walls, Chipping Warden, Wardington and Williamscoth. The other Thursday routes inherited from Haynes of Priors Marston ran from this latter village via Priors Hardwick, Wormleighton and Farnborough to Banbury. In December 1962 G T Owen applied for a new Priors Marston to Banbury Town Hall licence (TER 3478/12) which was routed via Priors Marston, Priors Hardwick, Wormleighton, Upper & Lower Boddington, Aston-le-Walls, Chipping Warden, Wardington and Williamscoth. When finally granted in 1963 this single licence replaced TER 3478/1 and 6 covering the former operations. The timetable was then as follows:-

Thursdays only—

	a. m.	p. m.		p. m.	p. m.
Priors Marston	9-35	—	Banbury	12-15	4-15
Priors Hardwick	9-40	—	Williamscoth	12-30	4-30
Wormleighton	9-50	—	Wardington	12-35	4-35
Upper Boddington	10-00	1-00	Chipping Warden	12-40	4-40
Lower Boddington	10-10	1-10	Aston-le-Walls	12-45	4-45
Aston-le-Walls	10-15	1-15	Lower Boddington	12-50	4-50
Chipping Warden	10-20	1-20	Upper Boddington	12-55	4-55
Wardington	10-30	1-30	Wormleighton	—	5-00
Williamscoth	10-35	1-35	Priors Hardwick	—	5-10
Banbury	10-50	1-50	Priors Marston	—	5-15

However, by November 1963 the later of the two morning journeys to Banbury started from Priors Marston at 12.35pm and the earlier one commenced, instead, from Upper Boddington at 10.00am. Thereafter the route remained constant for the duration of G T Owen's operation.

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Previously mention has been made of G T Owen's special works services to the Banbury Aluminium factory, which started with two routes during the War but had been condensed to a single route in 1952. In February 1961 Owen & Son applied to the Traffic Commissioners to revise the Banbury terminal to become the Lockheed Works but for reasons unknown to the Author this application was withdrawn a month later and Banbury Aluminium Works, later being known as Alcan Industries Ltd, remained the terminal point of the service from Upper Boddington. Although confined to the carriage of employees of Alcan, by December 1965 the service was also allowed to convey employees of Alfred Bird Ltd, to whose factory the service continued for a matter of only about three months. Evidently traffic for what was by this time known as Alcan Automotive Products Ltd continued to decline over the next few years and the service ceased altogether early in 1968.

During the mid-1960s a second-hand Bedford SBO coach with a thirty-eight seat Plaxton body, registered MUY 142, was purchased and in the following year two new Bedford coaches, one an SB5 model with 41-seat Plaxton Embassy III body and the other a smaller VAS1 chassis with Plaxton Embassy II coachwork seating 29 were taken into stock. These were registered BJF 333/4B and replaced the faithfully Maudslay Marathon FNV 737 and a Bedford OB registered JWY 669.



The larger of the two Bedfords was the SB5 which carried a Plaxton Embassy III forty-one seat body. BJF 333B was its registration mark.

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Above:- *The smaller Bedford VAS1 registered BJF 334B seated twenty-nine passengers in its Plaxton Embassy II body, the same number as the Duple Vista bodied Bedford OB it replaced. It is seen in this illustration parked at Upper Boddington.*

(Photo courtesy M R Knight).

Left:- *An alternative view of BJF 334B with George Owen standing alongside aged about seventy-eight years.*

G. T. OWEN - UPPER BODDINGTON

During the 1960s G T Owen & Son Ltd gained certain new contract work and one such service, in June 1964, was a Wednesday only evening "Bingo" bus departing from Upper Boddington at 6.55pm and proceeding via Lower Boddington, Aston-le-Walls, Chipping Warden and Byfield to The Hall at Woodford Halse. The return journey departed from Woodford at 9.00pm, being licensed as an express service under reference TER 3478/13 and continuing unaltered for the next seven years Owen & Son were in business.

From 15th June 1964, along with K W Coaches Ltd, Owen's applied to operate a number of journeys between Woodford Halse and Banbury with subsidy from British Railways for replacement facilities for former rail services. Three of the four return journeys operated on Mondays, Tuesdays, Wednesdays and Fridays only, whilst the fourth journey ran on Mondays to Saturdays. K W Coaches Ltd provided three return journeys on the days Owen's did not, i.e. Thursdays and Saturdays. The Traffic Commissioners reference for Owen's route was TER 3478/14. The service was subsequently subjected to fairly minor alterations until the licence was surrendered from 19th May 1969 and replaced by TER 3478/18 running similarly between Woodford Halse, Byfield, Banbury General Station and Banbury Bus Park jointly with K W Coaches Ltd as before.

The last three buses and coaches purchased by George Owen in the second half of the 1960s comprised a fifty-seater Strachans bodied Bedford VAM5 which took the registration FRY 708D when new in April 1966; a Duple Bella Vega bodied Bedford SB5 registered KBC 740E in April 1967; and finally a second-hand Bedford SB5 with Plaxton Embassy IV bodywork, registered LTW 77C and acquired in February 1968.



George Owens 1966 bus purchase was FRY 708D which comprised a Bedford VAM5 chassis with a Strachans fifty-seat bus body. It was not an unpleasant vehicle to look at, as this photograph shows. (Photo courtesy R H G Simpson).

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The last new coach to be acquired by George Owen was KBC 740E which was a Duple Bella Vega forty-one seat Bedford SB5. (Photo courtesy R H G Simpson).

The popularity of Bingo in the 1960s led to G T Owen & Son accepting two more contracts to provide transport to Bingo sessions in April 1968. New licence TER 3478/15 permitted Owen to run from Upper Boddington via Lower Boddington, Aston-le-Walls, Great Bourton, Cropredy and Williams Scot to Wardington Village Hall on alternate Monday evenings. The second contract running as TER 3478/16 commenced at Upper Boddington and was then routed via Lower Boddington, Aston-le-Walls, Chipping Warden and Wardington to Wincott's Ball Room at Banbury each Thursday. The Banbury operation lasted only a matter of weeks before being withdrawn, but the Wardington venue proved more popular and outlived Owen's coaching operations.

George Owen continued to drive his buses and coaches until he was 80 years of age in 1966, but Rupert Owen carried on for a few more years until 1971, when circumstances arose that led to the disposal of the public service vehicle side of the business to Geoff Amos Coaches of Eydon. At this time Geoff Amos sought six new licences from the Traffic Commissioners to continue Owen's former services. Routes applied for were as follows:-

G. T. OWEN - UPPER BODDINGTON

T C Reference for Amos	T C Reference for Owen	Type of Service	Terminal 1	Terminal 2	Days of operation
TER 5204/10	TER 3478/12	Stage	P. Marston	Banbury	Thursdays
TER 5204/11	TER 3478/2	Stage	U. Boddington	Banbury	Mons - Sats
TER 5204/12	TER 3478/15	Express	U. Boddington	Wardington	Alt. Mondays
TER 5204/13	TER 3478/18	Stage	W. Halse	Banbury	Mons - Sats
TER 5204/15	TER 3478/13	Express	U. Boddington	W. Halse	Wednesdays
TER 5204/16	TER 3478/10	E & T	U. Boddington	-----	-----

Geoff Amos commenced his new routes from Monday 15th March 1971.

After the sale of their bus and coach business, George and Rupert Owen continued to run the garage, repair vehicles and retail petrol until the end of 1976. A couple of years later it was decided to wind up the company voluntarily, a process that was only completed on 31st December 1980.

George Owen went on to live to the ripe old age of ninety-six, passing away in February 1983. Rupert Owen sadly predeceased his father in 1978 at the age of 65 years. At the time of writing this paper (2008), Maurice Owen is alive and well living in Evington.



George Thomas Owen.



Rupert Thomas Owen.



Maurice Albert Owen.

The Author has to acknowledge the very willing assistance given him by members of the Owen family, particularly to Maurice, his sister Kathleen and her daughter Janet .

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	BW 4219	Ford	T	?	?	7	—	12/20	—	11/23?	—	?	
	BD 8463	Ford	T	79346630	?	6	—	11/23	—	1/29	—	No further owner	
George Owen must have owned a conventional bus during the late 1920s but details are unknown.													
	RP 9892	Chevrolet	U	72508	?	B14	?	3/31	—	by 3/45	Supp. Ewins, Banbury	Bruce, Northmoor	
	OT 8376	Gilford	LL15	10343	Strachan & Brown	C20D	J2638	5/28	by 9/34	?	East Kent	?	
	NV 388	A.J.S	Pilot	1003	Petty	C26F	?	6/31	c-/39?	6/40	K W Services, Daventry	No further owner	
	SB 5740	Bedford	WTB	112317	Duple	C25	5195/2	6/38	2/41	by -/47	MacConnacher, Ballachulish	No Further owner	
	WS 8074	Bedford	WTB	110439	Duple	C25F	6865	5/36	c-/46	?	War Department/ Scottish M.T. (C59)	Osborne, Irthlingborough	
	FW 3006	Commer	Centaur	46086	?	C20F	?	5/32	c 8/46	c -/48	Haynes, Priors Marston	Karwacki, Desboro' (as a van)	
	(UE 6362)	Chevrolet	LO	41483	?	B14F	?	5/28	c 8/46	?	Haynes, Priors Marston	?	1
	DNV 983	Bedford	OB	56624	Duple Vista	C29F	43481	8/47	—	1/60	Supp. Ewins, Banbury	Bagnall, Shipley	
	ECE 794	Bedford	OWB	14080	Mulliner	UB28F		4/43	11/47	10/50	Premier Travel, Cambridge	No further owner	
	UJ 5394	Bedford	WLB	110056	Duple	B20F	5423	6/35	2/48	by 11/49	Jones, Mkt Drayton	Sumner, Hornton	
	CJW 725	Maudslay	Marathon	6007	Burlingham	C32F		5/39	3/48	9/52	Park & Bunty, Coventry	No further owner	
	UD 3026	Dodge	D	198134	?	C28		6/29	-/48	-/48	Butler, Henley	Soul, Olney	
	FNV 737	Maudslay	Marathon III	70567	Plaxton	C33F C35F by 2/57	497	2/50	—	8/64	—	Smith, Frisby-on-the-Wreake	

Notes: 1 - (UE 6362) - Owen purchased a Chevrolet from Haynes of Priors Marston at an unconfirmed date, probably c 8/46. UE 6362 is possibly the one.

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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			
JWY 669	Bedford	OB	141923	Duple Vista	C29F	55909	9/50	—	8/64	Supp. S Hughes, Bradford	?		
DNN 625	Bedford	WTB	111604	Duple Hendonian	C26F	8645	7/37	-/50	-/57	Thomas, N Muskham	Mobile Shop		
NNN 998	Sentinel	STC6	6/44/94	Sentinel	B44F	—	8/52	—	4/57	—	Trimdon M.S., Trimdon Grange		
JUE 383	Bedford	OB	130603	Duple Vista	C29F	55896	2/50	2/57	2/67	Strange, Tansley	Smith		
ORP 743	Bedford	SBG	46982	Duple Midland	B42F	480/1	5/57	—	4/66	—	L. Whattley Richards, Moylgrove		
VBD 155	Bedford	SB3	78376	Plaxton Consort IV	C41F	602852	1/60	—	4/71	—	G Amos, Eydon		
MUY 142	Bedford	SBO	26896	Plaxton	C38F	2253	3/54	9/63	1/68	Jarvis, Middle Barton	?		
BJF 333B	Bedford	SB5	95399	Plaxton Embassy III	C41F	642385	8/64	—	3/71	—	G Amos, Eydon		
BJF 334B	Bedford	VAS1	1803	Plaxton Embassy II	C29F	642393	8/64	—	3/71	—	G Amos, Eydon		
FRY 708D	Bedford	VAM5	6826619	Strachans	B50F	20027	4/66	—	3/71	—	G Amos, Eydon		
KBC 740E	Bedford	SB5	7817954	Duple Bella Vega	C41F	1213/8	4/67	—	3/71	—	G Amos, Eydon		
LTW 77C	Bedford	SB5	95366	Plaxton Embassy IV	C41F	652428	5/65	2/68	3/71	Wiffen, Finchingfield	G Amos, Eydon		