

Bygone Buses

of
NORTHAMPTONSHIRE

NN-GA1

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GADD. William Charles Swiss Cottage GUILSBOROUGH

Little is known of the early history of William Charles Gadd of Guilsborough but he owned two vehicles in the 1920s. The first was a Napier 20/24 horsepower green lorry that was registered as BD 4085 on 7th February 1920 and was used as a public conveyance. Presumably it had seats bolted to its basic lorry bodywork as many such vehicles did at that time. William Gadd's second vehicle was a REO coach which he bought new on 6th June 1924 when this red fourteen-seater was allocated the registration BD 9586.

No records have survived that suggest William Gadd operated local bus services and it seems more likely that he used his Napier in lorry form during the week and made it available for private hires at the weekends. The Napier was last licensed in October 1926, a couple of years after he bought his REO coach. Gadd may have advertised locally excursions starting from the Guilsborough area using his REO until the Road Traffic Act, 1930 was introduced in 1931. No trace of this operator has been found with the East Midlands Traffic Commissioners after this date although the REO remained licensed until the end of September 1936.

William Gadd probably continued with the haulage side of his business in some form or another and it is known that he worked for or with Norman Heeps of Guilsborough (NN-HE2) driving taxis. He was still there circa 1952 when Peter Chapman took over the business of Norman Heeps and, indeed, one of that firm's A or B goods licences was registered in Gadd's name at that time.

Rolling Stock:

REGN. NO.	CHASSIS		BODY TYPE/ SEATS	DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	NO.		NEW	S/H	W/D			
BD 4085	Napier 20/24hp	372	Lorry/ bus	2/20	—	10/26	—	No further owner	
BD 9586	REO	9888	C14	6/24	—	9/36	—	No further owner	

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.