

Bygone Buses

of
NORTHAMPTONSHIRE

NN-TA7
Page 1

TAYLOR. George Ernest t/a Long Buckby Motors and/or Taylor's Luxury Coaches East Street LONG BUCKBY

Reference to paper NN-PH1 reveals that Herbert Phillips of East Street, Long Buckby traded as 'Long Buckby Motors' and ran buses between 1921 and 1932, after which time he sold the goodwill of his services to United Counties and Midland Red. Herbert Phillips continued to run his garage business until after the War when he relinquished Long Buckby Motors to George Taylor.

George Ernest Taylor originated from Duston and during the War served as a Flying Officer in the R.A.F. Following demobilisation in 1946 and after looking round for employment opportunities, George learnt that Long Buckby Motors was up for sale and soon afterwards he purchased the business from Herbert Phillips in 1947. The garage was a general motor repair facility with petrol and oil sales. Before long George Taylor bought a large secondhand car and commenced a taxi service.

In 1948 George married Marie Patricia Arlington-Chapman of Northampton and her parents bought Herbert Phillips house, situated next door to the garage, as a wedding present for the couple. This property was known as Ladyclose House and had spacious grounds, some of which were later used for garage extensions and showrooms.

George and Marie Taylor first ventured into coach operation in August 1951 when a twenty-nine seater Austin CXB with Thurgood body and registered NJO 739 was obtained secondhand. This vehicle was formerly with Smith of Upper Heyford, Oxon and within a few months another vehicle from the same stable was acquired. This was OFC 118, another Austin but this time with an All-Weather body (of London) which was painted in a strawberry and cream livery. The Taylors replaced the strawberry with a stronger red and adopted red and cream as the livery for all but one of their subsequent coach purchases.

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.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-TA7

Page 2

TAYLOR. George E. - LONG BUCKBY

Private hire work only was undertaken initially, and much of this came from the Northampton area as nearly all Long Buckby organisations patronised K.W. Services of Daventry, a highly regarded local coach firm. A couple of slightly larger coaches were bought in 1952, both of which had started life with Happiways of Oldham. The first was registered GBU 784 and was a Duple Vega bodied Bedford SB and it is remembered as being an exceptionally good coach. The registration number of the second former Happiways machine is not recorded and, although of the same type, was not as highly regarded as GBU 784. Almost immediately the Taylor's were undertaking continental private hires, something they were well suited to do as Marie Taylor was an accomplished linguist who acted as courier on such trips.



Fortunately photographs are available of the Duple Vega bodied Bedford SB registered GBU 784. The driver was George Taylor and the photograph was taken in Nice in 1953.



A rear view of GBU 784 also taken in 1953 in Nice whilst undertaking a tour of France, Italy and Switzerland.

TAYLOR. George E. - LONG BUCKBY

In addition to private hires, George Taylor applied to the Traffic Commissioners for a Road Service Licence for an express carriage running from Long Buckby, East Street via Watford, Kilsby and Hillmorton to the B.T.H. site at Rugby on Mondays to Fridays. This application was objected to by British Railways, London Midland Region as rail services were provided between Long Buckby and Rugby. The Traffic Commissioners refused to grant Taylor licences but upon appeal to the Minister of Transport, an order was made requiring the Licensing Authorities to grant the Road Service Licences in the Autumn of 1953. This was not the only brush with the Commissioners that George Taylor was to have whilst operating his business.

During the course of the next few years the Taylor's fleet was built up to six or seven coaches. In 1953 a Bedford SB and a Bedford OB were taken into stock, the latter replacing the original 29-seat Austin CXB bought a couple of years earlier. The two Bedfords, both erstwhile Hants & Sussex machines, were registered KCG 254 and HOU 863 respectively and were probably acquired from dealer Thurgood of Ware. The 1954 intake comprised a fully-fronted Gurney Nutting bodied Maudslay Marathon, together with a brand new Bedford SBO, with Duple Vega coachwork, that collected the registration KNV 1.



The Duple Vista bodied Bedford OB registered HOU 863 was new to Hants & Sussex in July 1950 and was still in the original owners possession when photographed. It passed to George Taylor in April 1953. (Photo courtesy Alan Lambert collection).

Bygone Buses

of
NORTHAMPTONSHIRE

NN-TA7

Page 4

TAYLOR. George E. - LONG BUCKBY



In this slightly blurred photograph the pleasing lines of the Duple Vega bodied Bedford SBO registered KNV 1 can be appreciated.

For the 1955 season George Taylor replaced older coaches with MDF 343, which was a Burlingham bodied Bedford SB and AVV 814 which was a Duple Vista bodied Bedford OB coach previously belonging to the Manfield shoe company of Northampton, where it was used for the factory's social club requirements. AVV 814 was the one vehicle in the Taylor's early fleet that retained its former green livery and was known thereafter as the 'Green Goddess.'



The 'Green Goddess' AVV 814 when new in April 1949 to Manfield & Son, shoe manufacturers of Northampton. This Duple Vista bodied Bedford OB was bought by George Taylor in June 1955.
(Photo courtesy the Omnibus Society).

Bygone Buses

of
NORTHAMPTONSHIRE

NN-TA7

Page 5

TAYLOR. George E. - LONG BUCKBY

In addition to the two previously mentioned secondhand coach acquisitions, in April 1955 the Taylors bought another new coach, which was registered LRP 1 and comprised a Commer Avenger III chassis with a Plaxton Venturer forty-one seat body.



Not a lot of the Plaxton body of Commer Avenger LRP 1 can be seen in this view taken on the Continent.



*More of LRP 1 is visible in this Evening Telegraph picture taken in late October 1955 when Kettering's Munn & Felton's Works Band won the Daily Herald Challenge Trophy. Clearly at this time Munn & Felton were hiring Taylor's coaches to transport the band.
(Photo courtesy Evening Telegraph).*

Bygone Buses

of
NORTHAMPTONSHIRE

NN-TA7

Page 6

TAYLOR. George E. - LONG BUCKBY

In February 1955 the firm, now trading as Taylor's Luxury Coaches, applied to the Traffic Commissioners for an Excursions & Tours licence starting from Rugby Clock Tower, picking up at Kilsby, Long Buckby and Daventry for Wembley Stadium. This submission was objected to by K.W. Services Ltd of Daventry and Taylor's application was subsequently withdrawn. In February 1956 K.W. Services applied to license a service between Long Buckby and the British Timken Factory at Daventry, to convey employees of Timken only. Very shortly afterwards George Taylor applied for a similar service, with the inevitable clash of interests having to be considered at a Traffic Court hearing arranged by the Commissioners, who ruled in favour of K.W. Services Ltd and refused the application of the Taylor's. George Taylor did not appreciate the preference shown to K.W. Services and vowed that one day he would take over K.W. With this in mind he approached Jack Welton, part owner of the former company, and asked to be remembered should the firm ever decide to sell.

Three secondhand vehicles were purchased during 1956 and the first of these was a former Red Rover double-decker registered GPP 784. This was a Daimler CWA6 with fifty-six seat utility bodywork by Duple. Opinions differ as to why it was purchased, some former employees saying it was to satisfy a contract won to transport Laing's construction workers engaged in preparatory work for the construction of the M1 Motorway, whilst others report it was to operate a contract to carry school children between Flore, Upper Heyford and Duston School. The other two used vehicles taken into stock during 1956 were coaches to replace older machines in the fleet. The two in question were both A.E.C. Reliances, one with Mann Egerton coachwork and the other with Duple Elizabethan body. The registrations were MHO 363 and NHO 720 respectively, both having come from Creamline of Bordon.



Mann Egerton built an attractive coach body for MHO 363, an A.E.C. Reliance that joined Taylor's fleet in May 1956. (Photo courtesy W Hadley)

Bygone Buses

of
NORTHAMPTONSHIRE

NN-TA7

Page 7

TAYLOR. George E. - LONG BUCKBY



By contrast, NHO 720, another A.E.C. Reliance was fitted with a Duple Elizabethan body. This photograph was taken at Northampton after the fleets of Taylor and K.W. Services had been merged. (Photo courtesy R Marshall).

Either in or by April 1957 two more coaches had joined the Taylor operation. One was a secondhand Daimler CVD6 registered JAB 207, with thirty-three seat Heaver bodywork which was no doubt acquired for contract duties for Laing's workers. The second was a new Commer Avenger IV mounted with Plaxton Consort coachwork, and a handsome machine it certainly was. The registration ORP 1 was allocated to it in April 1957.



A rear view of Commer/Plaxton ORP 1 taken 'somewhere in Europe'.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-TA7

Page 8

TAYLOR. George E. - LONG BUCKBY



Looking immaculate when new was ORP 1, a Commer Avenger IV with forty-one seat Plaxton Consort body. (Photo courtesy W Hadley).

Meanwhile, back in Daventry at K.W. Services Ltd, the co-owner William Kingston died in June 1956 and his part of the business passed to his wife Evelyn Kingston. By May 1957 George Taylor had purchased Mrs Kingston's shares and thus K.W. Services Ltd became jointly owned by Jack Welton and George and Marie Taylor. At this point the Taylor's fleet was merged with that of K.W.'s and the vehicles moved from Long Buckby to Daventry. In the following year the Taylors became the sole owners of the Company. The story of Taylor's K.W. Services will be continued in paper NN-KW3.

That however, is not quite the end of Long Buckby Motors and its coach operations. The story of Taylor's K.W. Coaches is an eventful one and circumstances arose some sixteen years later, in 1973, that resulted in Long Buckby Motors, as opposed to K.W., purchasing an A.E.C. Reliance 760 with Plaxton Panorama Elite III forty-seat bodywork for the conveyance of Coventry City Football Club, for which Taylor's had the contract. This machine was registered ORP 2M and was painted cream and blue instead of cream and red. It eventually joined the K.W. fleet in 1976.

TAYLOR. George E. - LONG BUCKBY



ORP 2M was the A.E.C. Reliance 760 painted cream and blue for Coventry City Football Club. This Plaxton Panorama Elite coach was legally owned by Long Buckby Motors but carries Taylor's name on the sides.

The Author is indebted to the late Walter Hadley, garage foreman for both Herbert Phillips and George Taylor at Long Buckby Motors, and Mrs Marie Taylor for information used in this paper.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	NJO 739	Austin	CXB	135258	Thurgood	C29F	562	5/49	8/51	7/53	Smith, Upper Heyford	Parlane, Aldershot	
	OFC 118	Austin	CXB	139987	All-Weather	C29F		7/49	4/52	8/55	Smith, Upper Heyford	Bradley & Lane, Newcastle-u-Lyme	
	GBU 784	Bedford	SB	?	Duple Vega	C33F		-/51	-/52	?	Happiways, Oldham		
	?	Bedford	SB	?	Duple Vega	C33F		?	-/52	?	Happiways, Oldham		
	KCG 254	Bedford	SB	5467	Duple Vega	C33F	1006/464	3/52	2/53	5/55	Hants & Sussex, Emsworth (180)	Deacon & Hardy, Barlestone	
	HOU 863	Bedford	OB	140291	Duple Vista	C29F	46621	7/50	4/53	5/57	Hants & Sussex, Emsworth (182)	Flint, Carr Vale	
	OEH 750	Maudslay	Marathon III	79507	Gurney Nutting	FC37F		9/50	-/54	7/56	Need, Longton	Hope, Terrington	
	KNV 1	Bedford	SBO	28102	Duple Vega	C38F	1051/144	4/54	—	-/57	—	Hartgrove, Redcar	
	MDF 343	Bedford	SB	16016	Burlingham	C35F	5565	4/53	3/55	5/56	Marchant, Cheltenham	Wigmore (Excelsior), Dinnington	1
	LRP 1	Commer	Avenger III	T85A0070	Plaxton Venturer	C41F	2587	4/55	—	5/57	—	Taylor's K W Services Ltd., Daventry	
	AVV 814	Bedford	OB	98032	Duple Vista	C29F		4/49	6/55	5/57	Manfield & Son, Northampton	Taylor's K W Services Ltd., Daventry	2
	GPP 784	Daimler	CWA6	11318	Duple	H30/26R	34554	-/43	1/56	-/58	Red Rover, Aylesbury (1)	Scrapped	3
	MHO 363	A.E.C.	Reliance	MU3RV010	Mann Egerton	C43F		6/54	5/56	5/57	Creamline, Bordon	Taylor's K W Services Ltd., Daventry	
	NHO 720	A.E.C.	Reliance	MU3RV295	Duple Elizabethan	C43F	212/4	3/55	5/56	5/57	Creamline, Bordon	Taylor's K W Services Ltd., Daventry	
	JAB 207	Daimler	CVD6	16710	Heaver	C33F		4/50	by 4/57	5/57	Johnson, Stourbridge	Taylor's K W Services Ltd., Daventry	
	ORP 1	Commer	Avenger IV	94A0049	Plaxton Consort	C41F	2022	4/57	—	5/57	—	Taylor's K W Services Ltd., Daventry	
	ORP 2M	A.E.C.	Reliance 760	6U3ZR 24244	Plaxton Pan.Eit.III	C40F	7411AC 001	11/73	—	9/76	—	Taylor's K W Services Ltd., Daventry	

Notes: 1 - MDF 343 also recorded as C36F with Taylor.

2 - AVV 814 retained its Manfield green livery and known as 'Green Goddess'.

3 - GPP 784 retained by Long Buckby Motors and scrapped -/58.