

Bygone Buses

of
NORTHAMPTONSHIRE

NN-AD3

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ADKINS. David Heritage & Daphne Elizabeth Stoneleigh Farm Warwick Road UPPER BODDINGTON

David Adkins was born on 6th July 1934, the son of a farmer who lived at Stoneleigh Farm in Upper Boddington. From an early age David developed an interest in all things mechanical and on leaving school at the age of fifteen years, in 1949, he commenced working on his father's farm. If the truth be told, David Adkins would have preferred to have worked for his uncle, who was an agricultural contractor and with whom he could have been more closely involved with the mechanical side of farming, which interested him most. However, to have worked with his uncle in preference to his father would have caused family friction, so David had to content himself with general farming.

As time went by David Adkins met a young lady from Aston-le-Walls by the name of Daphne Taylor and one thing led to another and the couple were duly married in 1959. David and Daphne increased their family by having a son - Paul - and a daughter - Alison - neither of whom were destined to become interested in David's subsequent coach operating business. Incidentally, following the marriage of David and Daphne, David's parents built themselves a new bungalow on part of the farm land they owned, thus leaving the original farm house for their son and daughter-in-law to occupy. David and his father had earlier formed a partnership and on the death of his father at the age of sixty-four, in November 1966, David inherited the entire farm.

David Adkins' interest in coaches was first aroused in unusual circumstances in the late 1960s. One cold and very wet day David was standing in his house observing the weather through the window and bemoaning the fact that although he had much to do on the farm, the wet weather prevented him from working. Whilst musing, one of Denis Judd's coaches from nearby Byfield pulled up in the road outside to off-load school children, and it occurred to David Adkins that whatever the weather, a coach driver could continue to earn a living whilst he, a farmer, could not.

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.

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Not long after this event, Denis Judd was seeking drivers and offered to train David to drive public service vehicles with a view to him taking up part-time employment with Judd's Coaches. Having recently given up the milking side of his farm business, David found he had time to take his P.S.V. driving test and, operating a school bus in the mornings and afternoons suited him very well. Not only that, but Daphne worked in Denis Judd's Byfield office too!

Upper Boddington had its own local coach operator which was the long established firm of G T Owen & Sons Ltd (NN-OW1). By late 1970 the proprietors of this firm were looking to sell their business and Rupert Owen approached David Adkins to see if he was interested in taking over. At that particular time David had insufficient ready capital to buy G T Owen & Sons Ltd but shortly afterwards he sold part of his farm land for housing development, and this sale would have provided the required funds to purchase Owen's Coaches. Subsequent enquiries made to Rupert Owen revealed that, as it happened, he was in the process of selling the firm to Geoff Amos of Eydon, a transaction that became effective from 14th March 1971.

Meanwhile, Daphne Adkins had learned to drive P.S.Vs with Byfield coach operator Stuart Douglas (NN-DO1), for whom she drove on a part-time basis. When Stuart Douglas wished to dispose of his business in December 1971, David and Daphne Adkins decided to take over and thus, finally, they became coach operators in their own right.

At this time Stuart Douglas was running five coaches, two Bedfords, two Fords and an A.E.C. Reliance, all of which passed to the Adkins together with a withdrawn Commer. With five coaches came three contracts to convey workers to and from Compton Buildings at Fenny Compton, a firm that built prefabricated concrete garages and other products. Two coaches commenced from Banbury and one from Woodford Halse, proceeding via Byfield. In addition three school contracts were provided from Byfield and surrounding villages to Southbrook School at Daventry and one coach from Middleton Cheney, Woodford Halse and Byfield to Aston-le-Walls RC School. These contracts together with private hire formed David's initial operations and, incidentally, the Compton Buildings contracts, as they evolved over the years, remained with Adkins' Coaches for as long as public service vehicles were operated.

During the course of the next eighteen months, David Adkins added nine second-hand vehicles to his fleet, two of which replaced coaches acquired from Stuart Douglas which were well past their best. Errington of Evington, Leicestershire was the dealer with whom David traded and this supplier provided an A.E.C. Reliance registered OUH 107 carrying a Harrington body; a Commer Avenger with Duple Vega coachwork registered WOA 288; two Bedfords and five Fords, one of which was a minibus. The two Bedfords were registered XBE 182 and MJC 172, the first being a Plaxton Embassy bodied SB1 and the second a VAL 14 with Duple Vega Major coachwork. The four Ford conventional coaches comprised BNM 182C and CUK 516C, both 570E models but the former with Duple Trooper and the latter with Plaxton Embassy IV bodies. GON 926D was an R226 chassis and JOG 232E an R192 model, both carrying Plaxton Panorama bodies.

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Two of the coaches purchased from Stuart Douglas are depicted in this illustration taken at Byfield when in Douglas's ownership. At the front is WBF 838 which was a Ford 570E with Duple Yeoman bodywork and behind it is 2207 MV, a similar Ford but with Burlingham Seagull 60 coachwork.



Unfortunately only two other photographs are available of the coaches purchased from Stuart Douglas, who makes a personal appearance on both illustrations. On the left is the Burlingham Seagull bodied A.E.C. Reliance registered ROX 184 and on the right is the Yeates Europa bodied Bedford SB3 registered TRY 199.

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On the left is the Ford 570E registered BNM 182C which was the firms front line coach with its Duple Trooper bodywork, and this machine remained in the fleet for nearly sixteen years. On the right is a Plaxton Panorama bodied Ford R192 carrying the registration number JOG 232E



The very indistinct illustration on the left shows GON 926D which was a Ford R226 with 52-seater Plaxton Panorama body. Alongside it is the ex-Douglas Yeates Europa bodied Bedford SB3 registered TRY 199. The next photograph, on the right, shows the rear of Ford/Duple Trooper BNM 182C and to its left is the Commer Avenger IV registered WOA 288, which was mounted with a butterfly-fronted Duple Vega body.

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The Ford Transit minibus KAC 169D was acquired from an operator in nearby Napton, named O'Flaherty. Thus, by the injection of some capital, the appearance of the fleet was considerably modernised and enhanced. Sadly the photographs available do not do justice to the real improvement made to the fleet at this time.

Less than two years after David and Daphne Adkins commenced business, Denis Judd of Byfield (NN-JU1) wished to divest himself of his coach operations and in September 1973 arrangements were made for David Adkins to purchase the business which comprised twelve serviceable coaches of which ten were required for traffic commitments. There was also one coach withdrawn at the time of the sale and another out-of-service vehicle that nominally passed to David Adkins for disposal

Over the previous few years Denis Judd had not replaced his rolling stock regularly and the twelve serviceable vehicles ranged in age from 6 to 15 years at the time of sale. Thus, in September 1973, five Bedford SB1s registered GEF 416, XNB 16, 298 BLB and TUD 65/67; a single SB3 registered DJP 56; two SB5s with the index marks YRV 303 and 6801 HA; an SB8 registered 706 RDH all passed to David Adkins together with Ford 570Es YRP 627 and 774 CYW and Ford Transit FFE 353E.



GEF 416 was a 1959 Bedford SB1 with forty-one seat Duple Vega body.

(Photo courtesy M R Knight).

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*XNB 16 was another Bedford SB1/
Duple Vega combination which also
dated from 1959.*

(Photo courtesy M R Knight).



*The only coach Denis Judd ever purchased new was this Ford 570E registered YRP 627,
dating from 1961 and carrying Duple Yeoman coachwork.*

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774 CYW was another Ford 570E which dated from 1961 but this time fitted with Plaxton Embassy bodywork.

At the time David and Daphne Adkins took over Judd's coaching operations a considerable number of coaches were being operated on contract to Export Packing Co. Ltd. of Chipping Warden. Judd's licences were as follows:-

TER 4867/3	Daventry, Market Square	— Chipping Warden
TER 4867/4	Adstone, The Green	— Chipping Warden
TER 4867/5	Woodford Halse, Co-op	— Chipping Warden
TER 4867/6	Eydon, Gostick's Corner	— Chipping Warden
TER 4867/7	Stockton, The Club	— Chipping Warden
TER 4867/8	Cropredy	— Chipping Warden

All were what were known as Assisted Travel Schemes, where Export Packing hired the vehicle as a whole, no fares were collected on route but the employees of Export Packing made a contribution to the cost of travel. Each contract operated on Mondays to Fridays with journeys arriving at Chipping Warden in the mornings for an 8.00am start, with two journeys returning at night leaving at 5.00pm and 7.00pm. David Adkins continued these operations on Judd's licences until they became due for renewal in 1975 when

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the above services took the Traffic Commissioners' references TER 6245/4, 7, 3, 5, 2 and 6 respectively. At this same time David Adkins applied for a similar licence for an additional service from Sulgrave Bus Stop to Chipping Warden via Helmdon, Wappenham, Lois Weedon and Weston. This licence was allocated the reference TER 6245/1.

Interworking with the Export Packing requirements were around nine school contracts operating from the villages to education centres in Daventry, Brackley, Woodford Halse and Towcester.

Thus, in the space of two years, David and Daphne Adkins found themselves operating two dozen coaches. To accommodate the fleet David applied to change the use of his farm to a bus depot, which at first was refused. To accomplish the desired aim it was necessary to move the farm address to another building in Welsh Road, Upper Boddington, about a quarter of a mile from the original farm house, before the Stoneleigh Farm address could be redesignated as a bus depot.

After this initial growth the fleet more or less reached its optimum size and thereafter remained at a similar level, give or take a few vehicles. With the passage of time, works contracts tended to diminish whilst the importance of school contracts to the financial health of the operation increased. It would make extremely boring reading to list all the school contracts operated but suffice it to say that David Adkins took advantage of the location of Upper Boddington in Northamptonshire being near to the borders with Warwickshire and Oxfordshire. Thus future contacts took advantage of whatever contracts were put out to tender by all three County Councils.

David Adkins never held a Road Service Licence for a stage-carriage service and the nearest he got to it was in March 1980 when he applied to convey schoolchildren between Upper Leigh Estate at Woodford Halse and the local Church of England School. Objections from Geoff Amos Coaches led to the eventual withdrawal of the application. Thereafter, by virtue of the Transport Act, 1980, licensing restrictions were considerably eased.

Returning to the subject of rolling stock, during the rest of the 1970s some twenty-one new or second-hand machines were imported into the fleet, displacing twenty-nine redundant vehicles. As far as the intake was concerned, buses of Ford manufacture were strongly favoured, with two Transit minibuses, an R192, six R226s, one R1014 and two R1114 models being acquired. Of these the three R1014/R1114 coaches were bought new from Errington's, being the first new stock bought by David and Daphne Adkins. Seven Bedford vehicles were obtained, the oldest being an OB registered GWV 297 which it was intended to refurbish and preserve for private hires and special excursions. In the event the work was not undertaken and a different Bedford OB was rehabilitated instead. The remaining intake of Bedford vehicles comprised two SB5s, two VAL 14s, a VAS5 and a brand new YMT. Of the total of 21 acquisitions that leaves just one former York Brothers' A.E.C. Reliance and an Austin-Morris minibus to be accounted for.

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DGT 988H comprised a Ford R226 chassis mounted with a Duple Viceroy 37 fifty-three seat body. It was four-and-a-half years old when David Adkins bought it.

(Photo courtesy K Spencer)



This photograph depicts Ford R226 registered YUE 718J with its fifty-three seat Plaxton Panorama Elite body. It ran for David Adkins between June 1975 and July 1991.

(Photo courtesy K Spencer)

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David Adkins' first new coach was this Ford R1114 with Duple Dominant bodywork seating fifty-three passengers. It was registered NNH 883P in April 1976 and gave 21 years of good service.

The next new coach to enter the fleet was a shorter Ford R1014, again with Duple Dominant coachwork but this time seating forty-five passengers. SVV 169R was the index mark allocated to it in March 1977.



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A mere eight months elapsed before David Adkins acquired his next Ford R1114 with fifty-three seat Duple Dominant body. November 1977 saw it allotted the registration WVV 530S and it was retained in the fleet until the end. Clearly every attempt was being made to modernise the fleet.



David Adkins' fourth new coach was, for a change, a Bedford YMT bought in July 1979 and equipped with a Duple Dominant II body. HRP 316T was the registration given it and it too ran for the remainder of the time the Adkins operated coaches.

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A second-hand acquisition was this Ford R226 mounted with a Duple Viceroy 37 fifty-three seat body. It was registered BBD 444K and is seen here whilst with its former owner, Alec Head of Lutton.

(Photo courtesy M R Knight),



Another second-hand purchase was GNV 88D which can be seen here at Victoria Coach Station, London whilst with its original owner, York Bros. of Northampton. It is an A.E.C. Reliance 590 with Duple Northern Commander fifty-one seat coachwork.

(Photo courtesy F Gainsbury).

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Finally we have an earlier Bedford VAS5 with Duple Bella Vista twenty-nine seat coachwork. EFB 776E, new in June 1967, was bought second-hand in July 1974 and withdrawn in July 1989. (Photo courtesy J P Bennett).

Freedom from licensing restrictions following the introduction of the Transport Act, 1980, led to Adkins' Coaches first operating to the Continent in the very early 'eighties when David and Daphne, together with friends of the family took Ford coach TBV 382T to Holland, repeating the exercise in the following year but going further afield to Switzerland. From these "learning visits" a small programme of British and Continental Tours was offered to the public, the Continental tours using the services of an experienced Courier. As an example, the programme for 1988 comprised three tours:- Venice Lagoon, Sottomarina 27th May to 5th June, Llandudno and North Wales 23rd to 30th July and Black Forest, Schonach 10th to 18th September.

The reduction in the fleet recorded earlier between 1973 and 1979 was counterbalanced in the 1980s when a total intake of twenty-five vehicles was accompanied by the disposal of only sixteen. Once again second-hand Fords dominated the acquired rolling stock and these comprised four Transit minibuses, and eight fifty-three seater coaches, one of which was purchased only for spare parts. Four used and one new Bedford coaches were bought, the oldest one of which was another OB model that required considerable refurbishment

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to return it to public service standards. However, this vehicle was restored in preference to GWV 297 bought in 1978 for preservation purposes. The other four Bedfords comprised one of each of VAS5, YNT, YNV and YRQ designations, with the YNV model being the new coach. Additionally an Iveco minibus was taken into stock. The remaining acquisitions were seven DAF chassis - three being new and four second-hand. Two of the new DAF chassis were mounted with Smit bodies which were unusual in this Country, the rest having either Plaxton Paramount or Jonckheere Jubilee coachwork.

A representative selection of photographs of 1980s acquisitions now follows.



In the order mentioned in the text above, the four Ford Transit minibuses are firstly represented by A216 PBM which had a sixteen-seat Chassis Developments body and was bought by David Adkins in November 1985. Also in view is the rear of the Iveco Daily KNV 11Y which had a Reeve-Burgess body. This former York Brothers' vehicle was an accident victim which had to be renovated before being put back into service.

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Another Ford Transit was TVV 522R which had a 12-seater Tricentrol body, being new to Wesley's Coaches of Stoke Goldington.



The second-hand full-sized Ford coaches were equipped with either Plaxton Supreme or Duple Dominant II bodies and in this view we see UJX 274R which comprised a 1976 R1114 chassis and a Plaxton Supreme III body.

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Representing the Duple Dominant II bodied Ford R1114s is TRO 424W which dated from 1981 and joined the Adkins' fleet in June 1985.



This Ford R1114 registered HFX 406V carried a Plaxton Supreme IV fifty-three seat body.

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Moving on to the Bedford chassis, David Adkins and his helpers did a great job of restoring FSA 232 which was purchased from Byfield Dismantlers having passed to them from a Daventry coach operator who had used the vehicle as a store shed. This Duple Vista bodied Bedford OB dated from 1949 and was retained by David Adkins after disposing of his other coaches.

*A rear view of Bedford OB/
Duple Vista FSA 232.*



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*The interior of
FSA 232.*

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One of the second-hand Bedfords, bought in 1982, was GFV 36W which was a Duple Dominant II bodied YNT model, just a year old when purchased by David Adkins.

In May 1987 David Adkins bought this handsome Duple 320 bodied Bedford YNV new from Errington of Evington who registered it D404 BUT.



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This Bedford YRQ registered JRP 80L with Duple Dominant coachwork was acquired in March 1988 with substantial front end accident damage and was rebuilt with a MkV front end, returning to service in August 1989. It was not an entirely pretty sight!



The first DAF coach bought by David Adkins was A715 XNV which was supplied new by Errington's with a distinctive Smit Euroliner body seating fifty-three passengers. David so liked it he bought another one a year later in 1985, registered B88 MUT.

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Right:- For 1986 delivery David Adkins again chose a DAF chassis but this time it was fitted with Plaxton Paramount 3200 coachwork, taking the registration C66 SUT.



Below:- A second-hand DAF with Plaxton Supreme IV bodywork was bought in 1986 from Young's of Rampton, Cambridgeshire, being registered DFD 954B.



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1988 witnessed the arrival of a pair of Jonckheere Jubilee bodied DAFs from Duncan's Coaches of Sawtry and carrying the local registrations of A123/4 SNH, having originally been supplied by Roeselare Sales of Northampton. Shown here is A123 SNH operating a school contract from William Parker School, Daventry in September 1990.

Finally we have A268 NFX, again a DAF SB2300 chassis but this time with a Plaxton Paramount 3500 body. This used coach entered David Adkins' fleet in September 1989.



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Reference has already been made to the Adkins' British and Continental tour programme, but the firm also operated a considerable amount of private hire, not only from the areas surrounding Upper Boddington but from further afield too. For example, for quite a number of years Continental Choir Tours conveyed young people between the ages of 16 and 26 on singing tours around Europe, lasting three weeks at a time. Choristers of up to nine nationalities were transported each summer with a requirement for three coaches.

To give a feel of the many Home to School contracts operated for Northamptonshire, Warwickshire and Oxfordshire County Councils, the following three contracts were typical:-

Northants: 8.00am Charwelton via Preston Capes, Little Preston, Canons Ashby and Eydon to Woodford Halse C of E Primary School, returning at 3.35pm.

Warwickshire: 8.13am Long Itchington and Stockton to Southam Schools, returning at 3.25pm..

Oxfordshire: 7.56am Wardington, Williamscot, Claydon, Cropredy, Great and Little Bourton to Drayton School and various Banbury Schools, returning at 3.10pm



A reduced facsimile of an Adkins' letterhead and advertising card.

Between 1990 and 1997 David Adkins' vehicle replacement programme included the purchase of nine machines comprising five Ford R1114s, two DAFs, one Mercedes-Benz minibus and an impressive M.C.W. Metroliner double deck coach. Outgoing were three coaches and two minibuses. The Metroliner was purchased for school private hires and it also enabled contracts to be combined to utilize a single vehicle rather than two coaches. Once its Cummins L10 engine had been replaced, it proved to be a very useful acquisition.

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Typical of the Ford R1114s bought in the 1990s was KVC 387V with Plaxton Supreme IV coachwork seating fifty-three passengers. David Adkins' coaches always looked tidy and in good repair.



2396 FH was a Van Hool Alizee bodied DAF M3200 acquired in 1991 when some eight years old. Its original registration was FJY 84Y.

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F721 SML was a Reeve-Burgess bodied Mercedes-Benz 609D which seated twenty-three passengers.



David Adkins' one and only double-deck vehicle was this smart M.C.W. Metroliner B119 ORU which could accommodate eighty passengers.

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In 1994 David Adkins reached the age of sixty and whilst not ready to retire, thoughts of disposing of the coaching business whilst continuing arable farming gradually began to cross his mind. After another couple of years steps were taken to advertise the business for sale and considerable interest was shown, both from local operators and those further afield. However, David did not wish to dispose of his land and coach yard and in the end the option of selling his vehicles individually rather than collectively, proved to be the best option. Accordingly, David terminated all his contracts at the end of the Spring School Term and ceased operating on 26th March 1997. Geoff Amos of Eydon took over a number of the contracts relinquished, together with five drivers, whilst other staff took retirement. In this way David & Daphne Adkins' twenty-six years of coach operation, something they both very much enjoyed, virtually came to an end although the Bedford OB - FSA 232 - has been retained for limited use. As David also continued to preserve tractors and a Fowler steam ploughing engine, it is doubtful whether he will ever voluntarily put down his spanners!



David and Daphne Adkins in 1997 at the time of their retirement from coach operating.

I am extremely grateful to both David and Daphne Adkins for their cooperation in the production of this brief history.

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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			
ROX 184	A.E.C.	Reliance	MU3RV427	Burlingham Seagull	C41C	6069	3/55	12/71	5/74	Douglas, Byfield	No further owner		
328 DHA	Bedford	SBG	50264	Duple Vega	C41F	1074/180	1/57	12/71	1/72	Douglas, Byfield	Errington, Evington/ Bland, Cottesmore		
TRY 199	Bedford	SB3	61345	Yeates Europa	C37F	685	5/58	12/71	12/73	Douglas, Byfield	Scrapped		
2207 MV	Ford	570E	510E39204	Burlingham Seagull 60	C41F	7142	5/60	12/71	5/72	Douglas, Byfield	Scrapped		
WBF 838	Ford	570E	L80A 292277M	Duple Yeoman	C41F	123/18	3/62	12/71	2/75	Douglas, Byfield	Scrapped		
JCL 398	Commer	Avenger IV	T85A0316	Duple Vega	C41F	1062/92	5/56	12/71	12/71	Douglas, Byfield	Car Transporter	1	
OUH 107	A.E.C.	Reliance	MU3RV1921	Harrington Wayfarer 5	C39F	1985	3/58	1/72	12/75	Errington, Evington/Buxton, Primethorpe	No further owner		
WOA 288	Commer	Avenger IV	94A0157	Duple Vega	C41F	1091/30	4/58	1/72	2/75	Errington, Evington/ Canham, Whittlesey	Stock Car Transporter		
BNM 182C	Ford	570E	L80E 439285T	Duple Trooper	C41F	1186/105	6/65	4/72	1/88	Errington, Evington/ Tilstone, C. Warden	No further owner		
GON 926D	Ford	R226	BC04EA 16250	Plaxton Panorama	C52F	669619	6/66	9/72	3/77	Anderton, Birmingham	Patel, Leicester		
JOG 232E	Ford	R192	BC04FM 40071	Plaxton Panorama	C45F	672739	2/67	2/73	9/84	Anderton, Birmingham	Caravan, Travelling Fire Eater		
XBE 182	Bedford	SB1	85715	Plaxton Embassy I	C41F	602210	10/60	2/73	-/77	Errington, Evington/ York, Chorlton	No further owner		
CUK 516C	Ford	570E	L80D 428267J	Plaxton Embassy IV	C41F	652753	5/65	4/73	4/77	Errington, Evington/ Johnson, Hanslope	No further owner		
KAC 169D	Ford	Transit	BC05FS 55693	Stoodley	B12F	—	8/66	5/73	8/75	O'Flaherty, Napton	Scrapped by (8/83)		
MJC 172	Bedford	VAL 14	1050	Duple Vega Major	C52F	1158/32	6/63	9/73	by 8/77	Errington, Evington/ Miller, Foxton	Scrapped(8/83)		
DJP 56	Bedford	SB3	59079	Duple Vega	C41F	1090/12	2/58	9/73	12/75	Judd, Byfield	Scrap Dealer, Towcester		
GEF 416	Bedford	SB1	69669	Duple Vega	C41F	1105/403	5/59	9/73	9/75	Judd, Byfield	Scrapped		

Notes: 1 - JCL 398 not operated by Adkins - withdrawn 6/71 by Douglas.

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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				
	XNB 16	Bedford	SB1	69696	Duple Vega	C41F	1105/258	9/59	9/73	8/75	Judd, Byfield	Scrap Dealer, Towcester		
	298 BLB	Bedford	SB1	87185	Duple Vega	C41F	1133/331	2/61	9/73	1/76	Judd, Byfield	Non-PSV, Leicester/Nash, Nuneaton		
	TUD65	Bedford	SB1	87251	Duple Vega	C41F	1133/494	6/61	9/73	6/75	Judd, Byfield	Byfield Dismantlers, Byfield		
	TUD 67	Bedford	SB1	87186	Duple Vega	C41F	1133/508	6/61	9/73	8/78	Judd, Byfield	Byfield Dismantlers, Byfield		
	YRP 627	Ford	570E	510E	Duple	C41F	1139/359	7/61	9/73	-/75	Judd, Byfield	Caravan & Exported (-/76)		
	774 CYW	Ford	570E	510E	Yeoman Plaxton	C41F	612765	11/61	9/73	-/75	Judd, Byfield	Caravan & Exported to India		
	706 RDH	Bedford	SB8	89053	Embassy I Duple	C41F	1145/185	1/62	9/73	9/78	Judd, Byfield	No further owner		
	YRV303	Bedford	SB5	89546	Bella Vega Duple	C41F	1145/240	2/62	9/73	9/79	Judd, Byfield	No further owner		
	6801 HA	Bedford	SB5	91977	Bella Vega Duple	C41F	1159/306	4/63	9/73	-/76	Judd, Byfield	No further owner		
	FFE 353E	Ford	Transit	BC05GE	Bella Vega Martin	M12F	—	7/67	9/73	5/74	Judd, Byfield	Hale, Chislehurst		
	EBF 218	Bedford	SB1	41544	Walter Duple	C41F	1133/303	1/61	9/73	9/73	Judd, Byfield	No further owner	1	
	WCE 530	Bedford	SB1	86820	Vega Duple	C41F	1120/467	5/60	9/73	9/73	Judd, Byfield	No further owner	2	
	MTD 789C	Bedford	SB5	95555	Vega Plaxton	C41F	652452	5/65	11/73	12/77	Errington, Evington/Jones, Ystradgynlais	Exported (1/82)		
	333 DAY	Bedford	VAL 14	1188	Embassy IV Plaxton Val	C51F	632681	6/63	12/73	12/75	Errington, Evington/Grant & McAllin, Beighton	Car Transporter		
	CJH 340F	Ford	R192	BC04FP	Duple Viceroy	C45F	1210/78	1/68	3/74	9/86	Errington, Evington/Deacon, Barlestone	Caravan		
	MNF 153G	Ford	Transit	40164	Williams	M12F	—	6/69	3/74	2/77	Errington, Evington/Tompkin, Countesthorpe	Methodist Church, Stourbridge		
	EFB 776E	Bedford	VAS5	BC05HT	56056	Deansgate Duple	C29F	1211/53	6/67	7/74	7/89	Errington, Evington/Fale, Combe Down	No further owner	
	DGT 988H	Ford	R226	7852425	Bella Vista Duple	C53F	214/43	5/70	10/74	10/81	Errington, Evington/Kinch, Mountsorrel	Scrapped (-/84) following accident		

Notes: 1 - EBF 218 not operated by Adkins - withdrawn 12/72 by Judd.

2 - WCE 530 not operated by Adkins - withdrawn 8/73 by Judd.

Beyond Buses

NORTHAMPTONSHIRE
of

NN-AD3

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D.H. & D.E. ADKINS - U. BODDINGTON

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
BNP 739H	Ford	R226	BC04JG	Duple	C53F	214/35	2/70	2/75	12/83	Errington, Evington/ Tellyn, Romford	Scrapped (3/89)		
GNV 88D	A.E.C.	Reliance	2U3RA6297	Duple N.	C51F	168/1	4/66	3/75	5/78	Errington, Evington/ York, Northampton	No further owner		
YUE 718J	Ford	R226	BC04JK	Plaxton	C53F	708728	8/70	6/75	7/91	Wainfleet, Nuneaton	No further owner		
EED 906L	Ford	Transit	BD05MY	Pan. Elite	M12F	—	6/73	8/75	9/80	Hampton, Warrington	Scrapped (1/84)		
TFA 225J	Ford	R226	BC04KM	Bristol St.M	C53F	230/62	3/71	11/75	9/87	Hampton, Warrington	Scrapped (3/89)		
OMB 1H	Ford	R226	BC04JG	Solent	C52F	708743	1/70	1/76	6/90	Viking, Burton	No further owner		
NNH 883P	Ford	R1114	BC04RM	Duple	C53F	623/4400	4/76	—	3/97	Moreton, Nuneaton	Taff's Diner, Snitterfield		
UVV 922L	Austin	250JU	41644	Dominant	C12F	—	3/73	2/77	7/79	Supp. Errington, Evington	Private owner		
246 JTM	Morris	VAL 14	1010	British	C52F	1158/13	5/63	2/77	6/79	Amos, Eydon	Scrapped (-/83)		
SVV 169R	Bedford	R1014	BC04SL	Leyland	C45F	721/4014	3/77	—	3/97	Errington, Evington/ Kelly, Northampton	Maye, Astley		
BBD 444K	Ford	R226	BC04KG	Vega Major	C53F	230/148	8/71	4/77	3/88	Supp. Errington, Evington	Caravan (7/89)		
WVV 530S	Ford	R1114	BC04SL	Duple	C53F	823/4326	11/77	—	3/97	Errington, Evington/ Head, Luton			
GWV 297	Bedford	OB	146963	Duple	C29F	45266	1/51	8/78	8/78	Supp. Errington, Evington	Awaiting preservation	1	
CUJ 327C	Bedford	SB5	95892	Vista	C41F	1183/51	3/65	2/79	2/81	Canning, Kings Sutton	Hogue, Chittagong, Bangladesh		
HRP 316T	Bedford	YMT	JW451987	Duple	C53F	917/2614	7/79	—	3/97	Errington, Evington/ Rose, Holbeach St.John	Exported to Pakistan (8/97)	2	
FBD 555L	Bedford	YMT	JW451987	Duple	C53F	917/2614	7/79	—	3/97	Supp. Errington, Evington	No further owner		
FBD 555L	Ford	Transit	BC05MA	Dominant II	C12F	190	8/72	2/80	12/82	Jeffs, Helmdon	No further owner		
SMJ 927J	Ford	R226	BC04LE	Moseley	C53F	230/140	12/71	4/80	2/86	Envoy	Scrapped (3/89)		
UJX 274R	Ford	R1114	BC04RU	Duple	C53F	7611FC	7/76	6/80	3/97	Justice, Daventry	Exported to Pakistan (8/97)		
UJX 274R	Ford	R1114	BC04RU	Viceroy 37	C53F	7611FC	7/76	6/80	3/97	Plaxton	Exported to Pakistan (8/97)		
UJX 274R	Ford	R1114	BC04RU	Supreme III	C53F	165	7/76	6/80	3/97	Ementon, Cranfield	Exported to Pakistan (8/97)		

Notes: 1 - GWV 297 not operated by Adkins.
2 - HRP 316T operated by Amos, Eydon 6 & 7/97.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
TBV 392T		Ford	R1114	BCRSWD 262040	Duple Dominant II	C53F	923/4545	7/79	2/81	3/97	Errington, Evington/ Winder, Blackpool	Elizabethan Chs., Bloxwich (5/97)	
VWH 268T		Ford	Transit	BDVPUR 253530	Dormobile	B16F	U2206	3/79	9/81	8/86	Tricentrol, Luton/ Bywater, Rochdale	Wright, M. Cheney	
FSA 232		Bedford	OB	120606	Duple Vista	C27F	55052	10/49	1/82	—	Byfield Dismantlers/ Justice, Daventry	Preserved (Licensed 5/86)	
GFV 36W		Bedford	YNT	LW450777	Duple Dominant II	C53F	117/2360	1/81	2/82	3/97	Winder, Blackpool	Mobile Showroom	
DHT 654W		Ford	R1114	BCRSWU 335970	Duple Dominant II	C53F	023/4523	8/80	1/83	3/97	Smith, Bristol		
TVV 522R		Ford	Transit	BD05TJ 64725	Tricentrol	C12F	—	6/77	1/83	12/85	Wesley, S. Goldington	Scrapped	
A715 XNV		DAF	SB2300 DHS585	236256	Smit Euroliner	C53F	996	4/84	—	3/97	Supp. Errington, Evington	McDermott, Portaferry (5/97)	
MFD 702P		Ford	R1114	BC04RK 63312	Plaxton Supreme	C53F	7611FC 044	3/76	2/84	3/97	Nash, Atherton	Exported to Pakistan (8/97)	
B88 MUT		DAF	SB2300 DHS585	236085	Smit Euroliner	C53F	585	4/85	—	3/97	Supp. Errington, Evington	Amos, Eydon (7/97)	
TRO 424W		Ford	R1114	BCRS.. 289860	Duple Dominant II	C53F	023/4539	3/81	6/85	3/97	Catterall, Southam	Exported to Pakistan (8/97)	
A216 PBM		Ford	Transit	BDVPEB 32114	Chassis Develop'ts	C16F	9792	4/84	11/85	10/93	Quick Hire, Ipswich	Yeates, L'borough/ Mayne, Buckie	
C66 SUT		DAF	SB2300 DMS585	234126	Plaxton Para 3200	C53F	8312DRP 1C009	1/86	—	3/97	Supp. Errington, Evington	Walker, Riseley (6/97)	1
DFD 954B		DAF	MB2000 DKFL600	153114	Plaxton Sypreme IV	C57F	7912DC 004	3/79	2/86	3/97	Young, Rampton	No further owner	2
D404 BUT		Bedford	YNV	FT700475	Duple Venturer 320	C57F	8692/0395	5/87	—	3/97	Supp. Errington, Evington	Bailey, Watnal (5/97)	
TDR 638P		Bedford	VAS5	EW457006	Duple	C29F	612/1050	3/76	6/87	6/87	Taylor, Whittington	Not operated, Acquired for spares Broken up	3
KNV 11Y		Iveco	Daily 35F8	377111	Reeve Burgess	C12F	14012	11/82	12/87	2/95	Byfield Dismantlers/ York, Cogenhoe		
A123 SNH		DAF	SB2300 DHS585	236633	Joncheere Jubilee P599	C53F	18770	-/84	2/88	3/97	Duncan, Sawtry	Shire & Garrington, Hednesford (8/97)	
A124 SNH		DAF	SB2300 DHS585	236195	Joncheere Jubilee P599	C53F	18769	-/84	2/88	3/97	Duncan, Sawtry	Hunter, Daventry (3/97)	

Notes: 1 - C66SUT first licensed 4/86.
 2 - DFD 954B originally registered YEB 104T. Entered service 5/86 after repair.
 3 - KNV 11Y acquired with accident damage, rebuilt and entered service 2/88.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
JRP 80L		Bedford	YRQ	2T476317	Duple Dominant	C45F	266/22	6/73	3/88	7/92	Thomas,	Exported to Guyana (12/95)	1
GNV 111N		Ford	R1114	BC04PP 69040	Plaxton Pan.Elite III	C53F	7411FC 102	10/74	by 5/89	by 5/89	Soul, Olney	Not operated, Acquired for spares	
A268 NFX		DAF	SB2300 DHS585	234170	Plaxton Para 3500	C47FT	8412DRH 1C04N	-/84	9/89	3/97	Taylor, Sutton Scotney	C I Coach Lines, Highwoods (5/97)	2
HFX 406V		Ford	R1114	BCRSWH 307530	Plaxton Supreme IV	C53F	8011FC 037	-/80	11/89	3/97	Hill, Wolverhampton	Merry, St.Albans (6/97)	3
WNP 331V		Ford	R1114	BCRRSWU 252320	Plaxton Supreme IV	C53F	8011FC 184	4/80	2/90	3/97	Collins, Cliffe	Portrest, Southam (6/97)	
2396 FH		DAF	M3200 DKFL600	234813	Van Hool Alizee	C48FT	10867	1/83	3/91	3/97	Harris, West Thurrock	McDade, Glasgow (5/97)	4
KVC 387V		Ford	R1114	BCRSWJ 482270	Plaxton Supreme IV	C53F	8011FC 125	-/80	9/91	3/97	Hills, Wolverhampton	Exported to Pakistan (8/97)	
XRE 491X		Ford	R1114	BCRSAY 239740	Caetano	C53F	181004	4/82	1/93	3/97	Smith, Kilsby	No further owner	5
XNN 177S		Ford	R1114	BC04TK 59975	Plaxton Supreme III	C53F	7811FC MT185	4/78	2/93	3/97	Smith, Kilsby	Moorhen, N'pton (6/98)	
B119 ORU		MCW	DR130/3	MB7580	MCW Metroliner	CH57/ 23F	—	7/89	3/93	3/97	Manchester Auctions/ Crown, Cramlington	Ensign Bus Services, Rainham (4/97)	
F193 PNR		DAF	SB2305 DHS585	318915	Caetano	C49FT	858053	3/89	3/93	3/97	Anderson, London SE1	McDermott, Portaferry (5/97)	
SNF 617R		Ford	R1114	BC04SB 69170	Plaxton Supreme	C53F	7711FC 090	3/77	9/93	3/97	Byfield Dismantlers/ Woodlands V Golf Club	No further owner	5
F721 SML		Mercedes-Benz	609D	668063-20 -889898	Reeve Burgess	C23F	17233	2/89	10/93	3/97	Silver Fern, Crawley	Bodily, Claydon (4/97)	

- Notes:** 1 - JRP 80L acquired with accident damage, rebuilt with Mk.V front and entered service 8/89.
 2 - A268 NFX previously registered XEL 4, originally A803LEL.
 3 - HFX 406V reseated C49F - 9/95.
 4 - 2396 FH originally registered FHJ 84Y.
 5 - XRE 491X and SNF 617R acquired for spares only.