

Bygone Buses

of
NORTHAMPTONSHIRE

NN-HO7
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HOPKINS. Arthur Edwin & HOWELLS. John Wilfred 7 Wood Street WELLINGBOROUGH

It is reported that John Howells was a first-class motor mechanic who, after the First World War, married Arthur Hopkins' sister and this was to lead to Messrs. Hopkins & Howells, as brothers-in-law, forming a partnership in 1921.

Hopkins & Howells had two strings to their bow. The first came with the purchase of a Ford TT chassis which was registered BD 700 on 21st May 1921 and licensed for dual use as a goods vehicle and Hackney carriage, being painted green. In June 1921 the partners applied to Wellingborough Urban District Council for a Hackney Carriage licence for their bus which seated twelve passengers inside and two outside. This arrangement suggests that BD 700 had a lorry body in which forms to seat twelve could be bolted, with the remaining two passengers sitting alongside the driver. Concurrently, Hopkins & Howells applied to Northampton Borough Council Watch Committee for permission for a motor omnibus to take up and set down passengers outside St. Edmund's Church in Wellingborough Road. With Hackney Carriage Licences being granted in both Wellingborough and Northampton some sort of operation between these two towns presumably took place, possibly as a carrier's type service which also conveyed passengers. Rather surprisingly, as Hopkins & Howells had taken the trouble to apply for licences at both Wellingborough and Northampton, the Kettering Urban District Council's Inspector was in July 1921 reporting that this firm was plying for hire with a motor charabanc that had not been licensed in Kettering. The Streets, Buildings & Sanitary Committee instructed their Clerk to take proceedings against Arthur Hopkins.

It was mentioned earlier that Hopkins & Howells had two strings to their bow. The second concerned the purchase of an ex-War Department A.E.C. lorry and with this a regular parcels service from Wellingborough to Leeds was inaugurated, apparently with some success.

For reasons that are no longer known, Arthur Hopkins and John Howells ended their partnership circa 1923 and sold the Goodwill of their Wellingborough to Leeds service to fellow carrier William Valentine of Wellingborough (NN-VA1). The Ford bus was sold,

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.

HOPKINS & HOWELLS - W'BOROUGH

probably via dealer and Ford agent E Ward of Park Road, Wellingborough to Albert Jarvis of Carlton, Bedfordshire who continued to operate BD 700 as a bus until the end of 1932.

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Dates			Former Owner	Disposal	Nts
						New	S/H	W/D			
BD 700	Ford	TT	4657381	?	Lorry/ Bus 14	5/21	—	c -/23	—	E Ward, Wellingborough?	1
?	A.E.C.	?	?	?	Lorry	?	-/21	c -/23	Ex-War Department	?	

Notes: 1 - BD 700 last owned by A Jarvis, Carlton and last licenced 12/32.