

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-HU2  
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## HUTCHINSON. Gordon Howard t/a ADAMS & Sons The Garage MIDDLETON

The story of Alfred Adams & Sons of Middleton is contained in paper NN-AD1 and reference to this item shows that William Eric Adams and the Trustees of the late Reginald Adams sold their business to N & S Coaches Ltd of Leicester Road, Kibworth in March 1953.

N & S Coaches operated Adams' former services for the rest of 1953 but their main interest lay in the Market Harborough area. The Middleton branch of the former Adams' business was not convenient for N & S to administer, and this was to lead to Tom Curnoe of N & S Coaches assisting to set up Gordon Howard Hutchinson in business in January 1954 to take over the Middleton garage and the local bus services operated from this site. N & S did not apparently relinquish all financial interest in the Adams' operations but in February 1954 Hutchinson, still trading as Adams & Sons, applied to the Traffic Commissioners for the following licences which had passed from Adams & Sons to N & S in unmodified form in 1953 and remained unchanged as they transferred to Gordon Hutchinson.

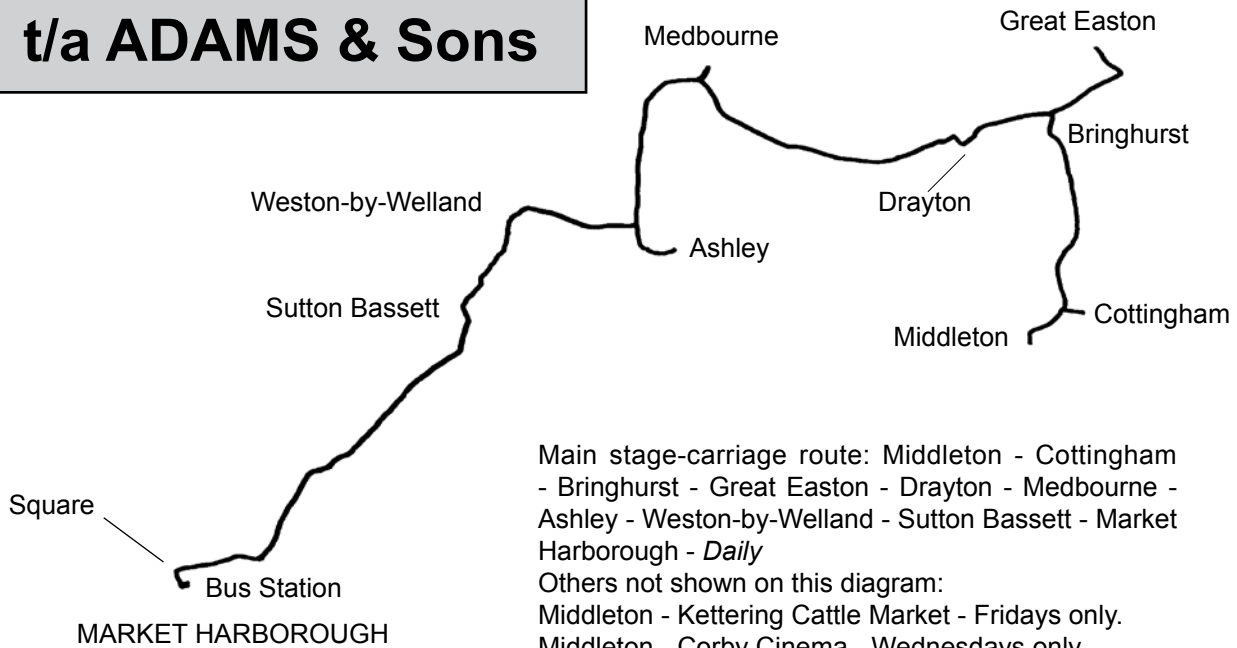
Traffic Commissioners	References	Type	Terminals	Days of operation	
Adams	N & S	Hutchinson	of Service		
TER 224/1	TER 4199/8	TER 4534/1	Stage	Cottingham, Garage - Market Harborough, Square	Tuesday
TER 224/2	TER 4199/9	TER 4534/2	Stage	Cottingham, Garage - Kettering, Cattle Market	Friday
TER 224/5	TER 4199/10	TER 4534/3	Stage	Cottingham, Garage - Market Harborough, Square	Daily
TER 224/11	TER 4199/16	TER 4534/4	Stage	Cottingham, Garage - Corby, Cinema	Weds
TER 224/10	TER 4199/15	TER 4534/5	E&T	Cottingham, Cross	—

Middleton and Cottingham adjoin and are sometimes known as Middleton cum Cottingham, hence the terminal of services shown as Cottingham, Garage could more correctly be described as Middleton, Garage. Incidentally, Adams & Sons had also run excursions and tours starting from Market Harborough and Corby, together with express services from Market Harborough to Great Yarmouth and Skegness, additionally holding a licence to convey workers from the Polish Hostel at Husbands Bosworth to Symington's Factory at Market Harborough. All of these licences passed to N & S Coaches, were retained by them and not handed over to Hutchinson.

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.

HUTCHINSON. Gordon H-MIDDLETON

### G. H. HUTCHINSON t/a ADAMS & Sons



Gordon Hutchinson remained in business for only just over four years during which time the Cottingham to Corby Cinema route was discontinued and the two Cottingham to Market Harborough services were combined onto a single licence in May 1955 under reference TER 4534/3. The timetable for this, the main service, is shown on the following page.

The group of excursions and tours licenced to start from Cottingham Cross and pick up and set down passengers from a number of local villages remained unchanged whilst in Hutchinson's jurisdiction, but the Friday Kettering Market service was reduced to a single day return facility in the Spring of 1958.

So far no mention has been made of the vehicles operated by Gordon Hutchinson. In fact, when he began trading in January 1954 he inherited three coaches from N & S of Kibworth and it is assumed these were the ones N & S had garaged at Middleton for their operations based at this depot. The three machines were two Commer Avengers with thirty-three seat Plaxton bodies and a Bedford OB with Mulliner coachwork. The Commers were registered FNR 419 and FUT 635, dating from 1949 and 1950 respectively, whilst the Bedford - also of 1949 vintage - was registered LKN 546. As Hutchinson was in business prior to the granting of his Road Service Licences it is assumed that for a period he operated his services on hire to N & S Coaches Ltd. At the end of 1954 a fourth vehicle was added to the fleet when DPH 990 was taken into stock, being a Dennis Lancet of 1936 vintage with a somewhat newer thirty-three seat Windover body. A vehicle of this antiquity is likely to have been used only for occasional local journeys.

**HUTCHINSON. Gordon H-MIDDLETON**

**MIDDLETON - COTTINGHAM - GT. EASTON - MEDBOURNE - MARKET HARBOROUGH**

**Mondays to Fridays**

	a.m. \$	a.m. Tu	p.m. Tu	p.m. F	p.m. Tu	p.m. F	p.m. Tu
Middleton	7.10	9.25	12.55	1.50	3.15	-----	6.53
Cottingham	7.12+	9.30	1.00+	1.52+	3.17+	-----	6.55+
Brighthurst	7.16	9.36	1.05	1.56	3.20	-----	7.00
Great Easton	7.20	9.40	1.10	2.00	3.25	4.25	7.05
Drayton	7.25	9.45	1.15	2.05	3.30	4.28	7.10
Medbourne	7.30	9.55	1.20	2.10	3.35	4.33	7.15
Ashley	7.35	10.00	1.25	2.15*	3.40	4.38*	7.20
Weston-by-Welland	7.40	10.05	1.30	2.20	3.45	4.40	7.25
Sutton Bassett	7.45	10.10	1.35	2.25	3.50	4.45	7.30
Market Harborough	7.55	10.20	1.40	2.30	3.55	4.55	7.35

**Saturdays**

a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
7.10	9.05	1.15	-----	5.10	7.30	-----	6.10
7.12	9.07+	1.17+	-----	5.12+	7.32+	-----	6.12+
7.16	9.11	1.19	-----	5.16	7.36	-----	6.14
7.20	9.15	1.20	2.55	5.20	7.45	9.10	6.20
7.25	9.20	1.30	3.00	5.25	7.50	9.15	6.25
7.30	9.25	1.35	3.05	5.30	7.55	9.20	6.30
7.35	9.30	1.40	3.10*	5.35	8.00	9.25	6.35
7.40	9.35	1.45	3.15	5.40	8.05	9.30	6.40
7.45	9.40	1.50	3.20	5.45	8.10	9.35	6.45
7.55	9.50	2.00	3.30	5.55	8.20	9.45	6.50

**Sundays**

**Mondays to Fridays**

	p.m. Tu	p.m. F	p.m. Tu	p.m. Tu	p.m. \$	p.m. \$	p.m. Tu
Market Harborough	12.15	12.15	2.30	4.30	5.15	6.10	10.30
Sutton Bassett	12.20	12.20	2.35	4.40	5.20	6.15	10.35
Weston-by Welland	12.25	12.25	2.40	4.45	5.25	6.20	10.40
Ashley	12.30	12.30*	2.45	4.50	5.30	6.25	10.45
Medbourne	12.35	12.35	2.50	4.55	5.35	6.30	10.50
Drayton	12.40	12.40	2.55	5.00	5.40	6.35	10.55
Great Easton	12.45	12.45	3.00	5.05	5.45	6.40	11.00
Brighthurst	12.47	12.49	3.05	5.09	5.49	6.44	11.04
Cottingham	12.50	12.53+	3.10	5.15	5.53+	6.48+	11.08+
Middleton	12.55	12.55	3.15	5.20	5.55	6.50	11.10

**Saturdays**

	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
-----	12.10	2.30	4.15	6.30	8.30	10.30	10.20
-----	12.15	2.35	4.20	6.35	8.35	10.35	10.25
-----	12.20	2.40	4.25	6.40	8.40	10.40	10.30
-----	12.25	2.42*	4.30	6.45	8.45	10.45	10.35
-----	12.30	2.45	4.35	6.50	8.50	10.50	10.40
-----	12.35	2.50	4.40	6.55	8.55	10.55	10.45
-----	12.40	2.55	4.45	7.00	9.00	11.00	10.50
-----	12.44	-----	4.49	7.04	-----	11.04	10.54
-----	12.48+	-----	4.53+	7.08+	-----	11.08+	10.58+
-----	12.50	-----	4.55	7.10	-----	11.10	11.00

**Sundays**

\$ - Operates only when R & W H Symington's Works are open.  
 + - Set down and pick up at Bury Corner only.  
 \* - Set down and pick up at Ashley Turn only.

Tu - Tuesdays only.  
 F - Fridays only.

*G H Hutchinson's Timetable at May 1955.*

During 1955 Gordon Hutchinson replaced his three original coaches with a thirty-seat Plaxton bodied Commer Commando registered EWF 189; a Westnor bodied A.E.C. Regal registered JXP 555 and a Dennis Lancet III registered LAL 946 which carried a King & Taylor body. The latter two vehicles both seated thirty-three passengers. The N & S Commer - FNR 419 - is known to have been traded-in to dealer Errington of Evington in April 1955 in part exchange for Dennis Lancet LAL 946. Luckily all three of the replacement machines were photographed in the mid-1950s by Roy Marshall and are shown on the following pages.

Gordon Hutchinson bought just one more coach during his tenure at Middleton and this was another Dennis Lancet III which had previously been with Johnson's Motors of Rushden. This machine was equipped with a Yeates body and was registered JV 9949. It replaced Hutchinson's elderly Lancet DPH 990 and was a decade younger than DPH.

As previously mentioned, throughout the time Adams & Sons was operating in Gordon Hutchinson's name, N & S Coaches retained a financial interest in the business. In May 1958 Tom Curnoe took back control of Adams & Sons and immediately sold the Middleton Garage to Tom Childs. The Coaches were disposed of to Central Garage

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HUTCHINSON. Gordon H-MIDDLETON



*This Plaxton bodied Commer Commando registered EWF 189 looks quite robust when in G H Hutchinson's ownership and the name "Adams" can be seen in one of the destination apertures. (Photo courtesy R Marshall).*



*LAL 946 was a Dennis Lancet III which carried coachwork built by Messrs King & Taylor of Godalming. Gordon Hutchinson generally retained the cream and light blue colours used earlier by Adams & Sons on their vehicles. (Photo courtesy R Marshall).*

HUTCHINSON. Gordon H-MIDDLETON



*This A.E.C. Regal carrying the index mark JXP 555 had a body constructed by Westnor, who were London coachbuilders. Dennis Lancet LAL 946 stands behind.*

*(Photo courtesy R Marshall).*

(Uppingham) Ltd who ran the Cottingham to Market Harborough and Kettering services together with the excursions and tours from Cottingham, all with effect from Saturday 9th May 1958. In this way the long established "Adams" name ceased to be seen in the Middleton area.

### Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	No.	Dates			Former Owner	Disposal	Nts
							New	S/H	W/D			
FNR 419	Commer	Avenger I	23A0116	Plaxton	C33F	671	9/49	1/54	4/55	N & S Coaches Ltd, Kibworth	Errington (dlr)/ Allenways, B'ham	
FUT 635	Commer	Avenger I	23A0359	Plaxton	C33F	1212	2/50	1/54	-/55	N & S Coaches Ltd, Kibworth	Silver Queen, Bromley	
LKN 546	Bedford	OB	105630	Mulliner	C28F	T398	6/49	1/54	-/55	N & S Coaches Ltd, Kibworth	?	
DPH 990	Dennis	Lancet	171004	Windover	C33F		4/36	12/54	7/56	Rowe, Cudworth	No further owner	1
EWf 189	Commer	Commando	17A0588	Plaxton	C30F	337	4/47	1/55	5/58	Holt, Newport	?	
JXP 555	A.E.C.	Regal III	9621E465	Westnor	C33F		-/49?	3/55	5/58	Julius & Lockwood, London SE15	Wright, Bootle	
LAL 946	Dennis	Lancet III	690J3	King & Taylor	C33F		3/50	4/55	-/56	Errington, Evington/ Evans, East Kirkby	Barker, Mablethorpe	
JV 9949	Dennis	Lancet III	120J3	Yeates			5/47	7/56	5/58	Johnson, Rushden	Campbell, Nottingham	

**Notes:** 1 - DPH 990 was originally fitted with Duple body 5966. A second-hand Windover body was fitted by Rowe in 4/52.