

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-DI5

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**DIXON. Eric W & WRIGHT. Charles E  
t/a Jolly Roger Coaches  
28 Lowick Terrace,  
MOULTON**

Information on this operator is quite limited but it is understood that Eric Dixon, who owned Dixon's Fuel Oils of Northampton, was a sleeping partner who provided the required finance to enable Charlie Wright to operate Jolly Roger Coaches.

Charlie Wright lived at 28 Lowick Terrace, Moulton where he had a Nissen type hut adjacent to his home and from which he retailed oil, charged batteries and so forth. Additionally he provided wedding cars and undertook other hire work with his limousines. Perhaps Charles Wright's oil retail activities brought him into contact with Eric Dixon and when in 1952 he decided to run coaches, the latter gentleman may have agreed to partly finance the enterprise.

Charlie Wright's first coach was a former Barton Leyland Cub KPZ2 with twenty-seat Brush bodywork, registered CRR 813, that was acquired either direct from Adams & Sons



*In this view of the Brush bodied Leyland Cub CRR 813 one of its owners, Charlie Wright, stands with his charge.*

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.

#### Dixon & Wright (Jolly Roger) - MOULTON

of Middleton (NN-AD1) or more likely via a dealer such as Errington's of Evington in January 1953. Although some sixteen years old, CRR 813 was in neat and tidy condition and ran for Jolly Roger for a further four or five years, albeit enjoying a fairly relaxed life as this firm was principally a private hire operator.

From the available details of the Jolly Roger fleet it seems that the business grew to operate three vehicles. In the second season of the firm's existence two unusual machines were acquired from Bunty Coaches of Dunstable in June 1954. These had started life as Leyland Titan TD1 double-deckers with Birkenhead Corporation where they were registered CM 9756 and CM 9759 in 1930. After the War they were bought, along with others, by Dunstable Coaches Ltd from a London dealer and their new owner had them reconditioned and rebodied as thirty-one seater coaches by Messrs B A Turner of Kingston for use in conveying students to and from Ashridge College, Dunstable. Unfortunately no photographs of these vehicles have been located by the Author.

CM 9756 was operated by Jolly Roger for only a year until July 1955 which suggests it probably became unroadworthy at this time as Charlie Wright could have been expected to at least complete the summer season with this vehicle. In the following year it was replaced with DVX 372 which was a Leyland Cub SKPZ2 model with Beadle coachwork accommodating about twenty-six passengers. The actual date of acquisition of DVX 372 is not certain but it had entered the Jolly Roger fleet by August 1956 at the latest and may have been in stock from the Spring of that year.



*Fortunately this splendid photograph of the Beadle bodied Leyland Cub SKPZ2 has survived and was probably taken in 1956 or 1957 operating a private hire in tandem with normal controlled Cub CRR 813 in the Manchester area. The absence of a destination display on this vehicle results from it being originally built for Barking Borough Council Education Department as a school bus. (Photo courtesy R Marshall/S N J White)*

**Dixon & Wright (Jolly Roger)-MOULTON**

Incidentally, Jolly Roger coaches were not garaged at Charlie Wright's home address but were stored elsewhere in the village.

An interesting story is told concerning Jolly Roger Coaches when a coach from this fleet was hired for a Moulton Church outing to Windsor, due to depart from Moulton at 12.00 noon. At 12.30pm Mrs Wright came to the departure point on her bike to say that her husband had gone into Northampton with the coach that morning and she hadn't seen him since. At 1.00pm Mrs Wright returned on her cycle to say he was still not home. At 1.30pm Charlie Wright appeared with the coach and said it had failed its Ministry test that morning and the time since then had been spent getting it repaired!

It sounds as though Charlie Wright had only one coach at this time so the incident probably occurred in 1953, such were the joys and sorrows of a one-man/one-bus coach operator in the 1950s. Today's mobile telephones would have been a blessing in the period in question.

Precisely when Charlie Wright ceased operating his coaches is not known but it was probably at the end of the summer season in 1957.

**Rolling Stock:**

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Dates			Former Owner	Disposal	Nts
						New	S/H	W/D			
CRR 813	Leyland	Cub KPZ2	6823	Brush	C20F	12/36	1/53	-/57	A Adams & Son, Middleton	Norfolk operator	
CM 9756	Leyland	Titan TD1	71511	Turner (9/47)	C31F	7/30	6/54	7/55	Bunty Coaches, Dunstable	No further owner	
CM 9759	Leyland	Titan TD1	71514	Turner (4/48)	C31F	7/30	6/54	4/57	Bunty Coaches, Dunstable	Dearsby, Northampton	
DVX 372	Leyland	Cub SKPZ2	6033	Beadle	C26R?	9/36	by 8/56	-/57	C Rowland, Epping	Tutlane, Northampton	