

Bygone Buses

of
NORTHAMPTONSHIRE

NN-SM12

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SMITH Thomas William White & ROUGHTON Albert Harold t/a Smith & Roughton Benefield Road, BRIGSTOCK

Thomas Smith, who was born on 30th October 1891, and Albert Roughton formed a partnership after they had returned to Brigstock from military service in the first World War. Thomas Smith was courting and eventually married Albert Roughton's sister and it is understood that this is how the two men became sufficiently well acquainted to form a business partnership. Incidentally, Thomas Smith had earlier served an apprenticeship where he learned the trade of a motor engineer.

Smith & Roughton commenced their bus service in 1920 and ran between Brigstock, Stanion, Geddington, Weekley and Kettering. No information has come to light regarding the days of the week on which the service ran or the number of journeys operated. It is probable that the route was provided on Fridays and Saturdays only to start with and that the vehicle was available for hire on the other days of the week. As the 1920s progressed, at least a Tuesday service was operated from Brigstock via Sudborough, Lowick and Islip to Thrapston and the Kettering service was expanded to run on all weekdays.

Messrs Smith & Roughton are known to have operated at least three buses. One was a REO registered NH 2502, which was new in February 1920. On 5th March 1920 a REO van/14 seater bus was registered BM 8645 in Bedfordshire and transferred to Smith & Roughton, being licensed for trade and as a public conveyance. No details of the other vehicle have come to light.

In January 1928, United Counties Omnibus & Road Transport Co Ltd put on a service from Kettering via Weekley, Geddington, Stanion, Brigstock, Sudborough, Lowick and Islip to Thrapston on Fridays, Saturdays and Sundays in direct competition with Smith & Roughton on Fridays and Saturdays. Clearly this action fairly quickly undermined the small operator's route and on 16th March 1929 agreement was reached between United Counties and Messrs Smith & Roughton for the former to take over the latter's business for the sum of £100. No vehicles were involved in the sale and the agreement provided for Smith & Roughton to retain one of the two fourteen seater buses they were running at that time for the conveyance of private hire groups to dance parties and other events or

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.

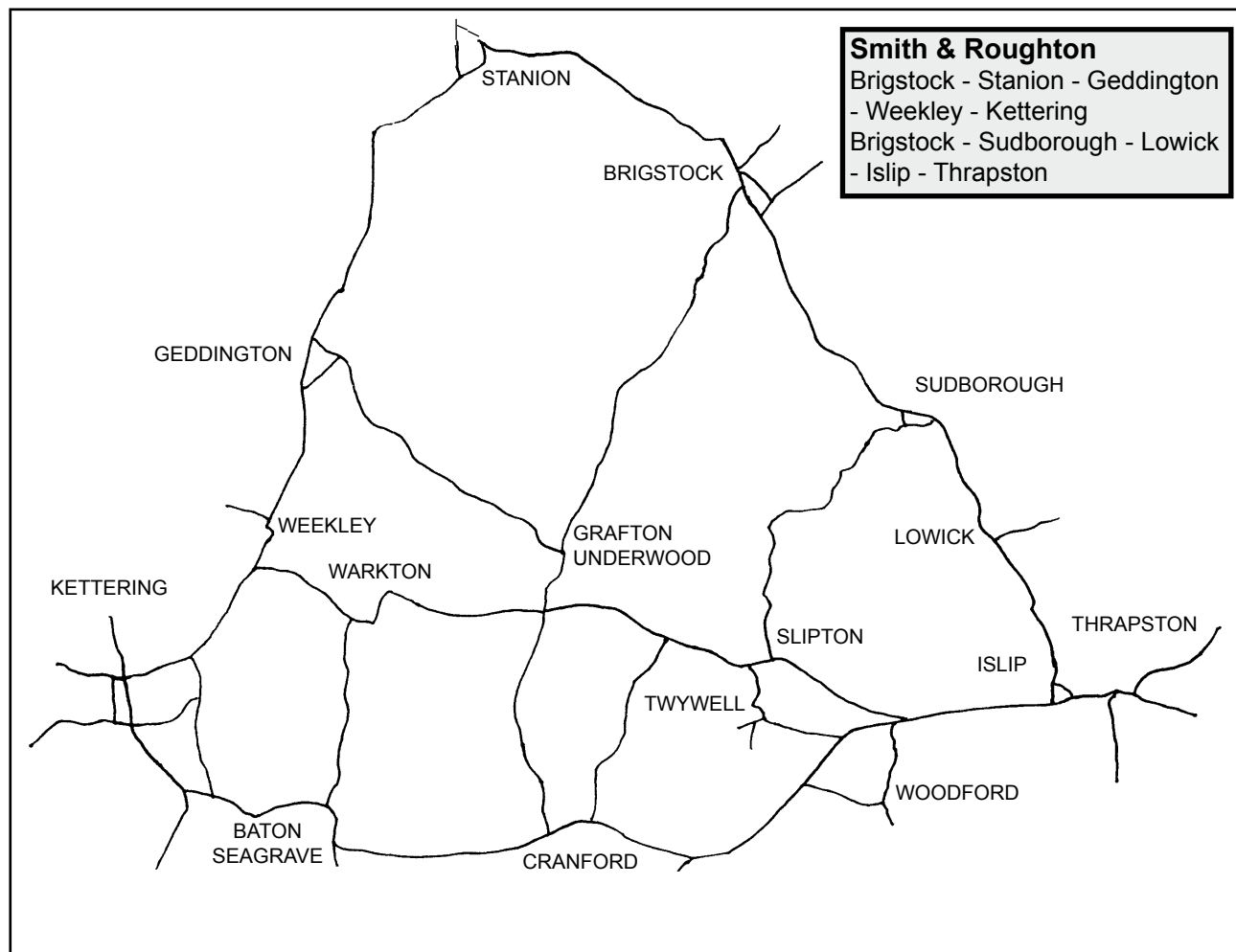
SMITH & ROUGHTON - BRIGSTOCK

functions of a similar nature. In fact Smith & Roughton retained NH 2502 which they presumably ran until December 1933 when it was last licensed in their names.

After the sale of the business to United Counties, Messrs Smith & Roughton in fact dissolved their partnership and Albert Roughton commenced a hairdressers business whilst Thomas Smith operated private hire cars on his own account. After the War Smith's son joined his father and the business was expanded into a fully fledged motor engineering firm, concentrating on agricultural machinery. Thomas Smith died at the age of 87 in 1978.

ROLLING STOCK

NH 2502 - REO - 14 str - New c2/20 - Last licensed to Smith & Roughton 12/33.
BM 8645 - REO - Van/14 str - New 3/20.



A diagram of the area in which Messrs. Smith & Roughton operated bus services.

SMITH & ROUGHTON - BRIGSTOCK

United Counties Omnibus & Road Transport Co.

SERVICE No 20

LIMITED.

The Company have taken over the Service previously operated by Messrs. SMITH & ROUGHTON, between

KETTERING, BRIGSTOCK & THRAPSTON.

Commencing Monday, March 25th, 1929, the following increased Time-table will be operated which includes

A DAILY SERVICE BETWEEN KETTERING AND BRIGSTOCK.

Mondays, Tuesdays, Wednesdays, Thursdays & Fridays.

| Leave | am | am | am | am | am | pm | pm | pm | pm | pm | pm |
|------------|------|-------|-------|--------|-------|------|------|------|------|------|-------|
| Kettering | 7 20 | 8 30 | 10 0 | 10 25r | 11 0 | 1 15 | 2 15 | 4 20 | 6 15 | 8 20 | 10 0 |
| Weekley | 7 30 | 8 40 | 10 10 | 10 35 | 11 10 | 1 25 | 2 25 | 4 30 | 6 25 | 8 30 | 10 10 |
| Geddington | 7 35 | 8 45 | 10 15 | 10 40 | 11 15 | 1 30 | 2 30 | 4 35 | 6 30 | 8 35 | 10 15 |
| Stanion | 7 45 | 8 55 | 10 25 | 10 50 | 11 25 | 1 40 | 2 40 | 4 45 | 6 40 | 8 45 | 10 25 |
| Brigstock | 7 55 | 9 5 | 10 35 | 11 0 | 11 35 | 1 50 | 2 50 | 4 55 | 6 50 | 8 55 | 10 35 |
| Sudborough | ... | 9 15 | ... | 11 10r | 11 45 | ... | 3 0 | ... | 7 0 | ... | ... |
| Lowick | ... | 9 20 | ... | 11 15r | 11 50 | ... | 3 5 | ... | 7 5 | ... | ... |
| Islip | ... | 9 25 | ... | 11 20r | 11 55 | ... | 3 10 | ... | 7 10 | ... | ... |
| Thrapston | ... | 9 30 | ... | 11 25r | 12 0 | ... | 3 15 | ... | 7 15 | ... | ... |
| Leave | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm |
| Thrapston | ... | 9 45 | ... | 1 0 | ... | 3 0 | 3 20 | ... | 7 30 | ... | ... |
| Islip | ... | 9 50 | ... | 1 5 | ... | 3 5 | 3 25 | ... | 7 35 | ... | ... |
| Lowick | ... | 9 55 | ... | 1 10 | ... | 3 10 | 3 30 | ... | 7 40 | ... | ... |
| Sudborough | ... | 10 0 | ... | 1 15 | ... | 3 15 | 3 35 | ... | 7 45 | ... | ... |
| Brigstock | 8 0 | 10 10 | 10 50 | 1 25 | 2 0 | 3 25 | 3 45 | 5 15 | 7 55 | 9 0 | 10 35 |
| Stanion | 8 10 | 10 20 | 11 0 | 1 35 | 2 10 | 3 35 | 3 55 | 5 25 | 8 5 | 9 10 | 10 45 |
| Geddington | 8 20 | 10 30 | 11 10 | 1 45 | 2 20 | 3 45 | 4 5 | 5 35 | 8 15 | 9 20 | 10 55 |
| Weekley | 8 25 | 10 35 | 11 15 | 1 50 | 2 25 | 3 50 | 4 10 | 5 40 | 8 20 | 9 25 | 11 0 |
| Kettering | 8 35 | 10 45 | 11 25 | 2 0 | 2 35 | 4 0 | 4 20 | 5 50 | 8 30 | 9 35 | 11 10 |

r Tuesdays only.

f Fridays only.

Saturdays Only.

| Leave | am | am | am | pm | pm | pm | pm | pm | pm | pm |
|------------|------|-------|------|------|------|------|------|-------|-------|-----|
| Kettering | 7 20 | 11 0 | 1 15 | 2 15 | 4 20 | 6 15 | 8 20 | 9 0 | 11 0 | ... |
| Weekley | 7 30 | 11 10 | 1 25 | 2 25 | 4 30 | 6 25 | 8 30 | 9 10 | 11 10 | ... |
| Geddington | 7 35 | 11 15 | 1 30 | 2 30 | 4 35 | 6 30 | 8 35 | 9 15 | 11 15 | ... |
| Stanion | 7 45 | 11 25 | 1 40 | 2 40 | 4 45 | 6 40 | 8 45 | 9 25 | 11 25 | ... |
| Brigstock | 7 55 | 11 35 | 1 50 | 2 50 | 4 55 | 6 50 | 8 55 | 9 35 | 11 35 | ... |
| Sudborough | ... | 11 45 | ... | 3 0 | ... | 7 0 | ... | ... | ... | ... |
| Lowick | ... | 11 50 | ... | 3 5 | ... | 7 5 | ... | ... | ... | ... |
| Islip | ... | 11 55 | ... | 3 10 | ... | 7 10 | ... | ... | ... | ... |
| Thrapston | ... | 12 0 | ... | 3 15 | ... | 7 15 | ... | ... | ... | ... |
| Leave | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Thrapston | ... | 1 0 | ... | 3 20 | ... | 7 30 | ... | ... | ... | ... |
| Islip | ... | 1 5 | ... | 3 25 | ... | 7 35 | ... | ... | ... | ... |
| Lowick | ... | 1 10 | ... | 3 30 | ... | 7 40 | ... | ... | ... | ... |
| Sudborough | ... | 1 15 | ... | 3 35 | ... | 7 45 | ... | ... | ... | ... |
| Brigstock | 8 0 | 1 25 | 2 0 | 3 45 | 5 15 | 7 55 | 9 0 | 10 0 | 11 35 | ... |
| Stanion | 8 10 | 1 35 | 2 10 | 3 55 | 5 25 | 8 5 | 9 10 | 10 10 | 11 45 | ... |
| Geddington | 8 20 | 1 45 | 2 20 | 4 5 | 5 35 | 8 15 | 9 20 | 10 20 | 11 55 | ... |
| Weekley | 8 25 | 1 50 | 2 25 | 4 10 | 5 40 | 8 20 | 9 25 | 10 25 | 12 0 | ... |
| Kettering | 8 35 | 2 0 | 2 35 | 4 20 | 5 50 | 8 30 | 9 35 | 10 35 | 12 10 | ... |

Sundays Only.

| Leave | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
|------------|-------|------|------|------|------|-------|-----|-----|-----|-----|
| Kettering | 12 0 | 2 15 | 4 45 | 6 15 | 8 40 | 10 0 | ... | ... | ... | ... |
| Weekley | 12 10 | 2 25 | 4 55 | 6 25 | 8 50 | 10 10 | ... | ... | ... | ... |
| Geddington | 12 15 | 2 30 | 5 0 | 6 30 | 8 55 | 10 15 | ... | ... | ... | ... |
| Stanion | 12 25 | 2 40 | 5 10 | 6 40 | 9 5 | 10 25 | ... | ... | ... | ... |
| Brigstock | 12 35 | 2 50 | 5 20 | 6 50 | 9 15 | 10 35 | ... | ... | ... | ... |
| Sudborough | 12 45 | 3 0 | ... | 7 0 | ... | ... | ... | ... | ... | ... |
| Lowick | 12 50 | 3 5 | ... | 7 5 | ... | ... | ... | ... | ... | ... |
| Islip | 12 55 | 3 10 | ... | 7 10 | ... | ... | ... | ... | ... | ... |
| Thrapston | 1 0 | 3 15 | ... | 7 15 | ... | ... | ... | ... | ... | ... |
| Leave | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Thrapston | 1 0 | 3 20 | ... | 7 30 | ... | ... | ... | ... | ... | ... |
| Islip | 1 5 | 3 25 | ... | 7 35 | ... | ... | ... | ... | ... | ... |
| Lowick | 1 10 | 3 30 | ... | 7 40 | ... | ... | ... | ... | ... | ... |
| Sudborough | 1 15 | 3 35 | ... | 7 45 | ... | ... | ... | ... | ... | ... |
| Brigstock | 1 25 | 3 45 | 5 30 | 7 55 | 9 15 | 10 35 | ... | ... | ... | ... |
| Stanion | 1 35 | 3 55 | 5 40 | 8 5 | 9 25 | 10 45 | ... | ... | ... | ... |
| Geddington | 1 45 | 4 5 | 5 50 | 8 15 | 9 35 | 10 55 | ... | ... | ... | ... |
| Weekley | 1 50 | 4 10 | 5 55 | 8 20 | 9 40 | 11 0 | ... | ... | ... | ... |
| Kettering | 2 0 | 4 20 | 6 5 | 8 30 | 9 50 | 11 10 | ... | ... | ... | ... |

The Company will make every effort to maintain the Service, but reserve the right to alter, withdraw, or suspend any Vehicle without notice. They will not be liable for any loss, damage, injury or inconvenience, sustained by any Passenger by reason of unpunctuality or failure to maintain Services.

Local Office :--Havelock Street, Kettering.

Telephone :--Kettering 411.

A facsimile of a leaflet issued by United Counties Omnibus & Road Transport Co Ltd when taking over the timings previously operated by Smith & Roughton between Kettering - Brigstock - Thrapston on 25th March 1929.