



## PACK. William Frederick Bridge Street and later New Inn, High Street BRIGSTOCK

It would appear that William Frederick Pack was born in Brigstock in 1889, the youngest of three sons to Simon and Charlotte Pack. The father, Simon, amongst other things operated horse-drawn wagons and it seems his son William did likewise.

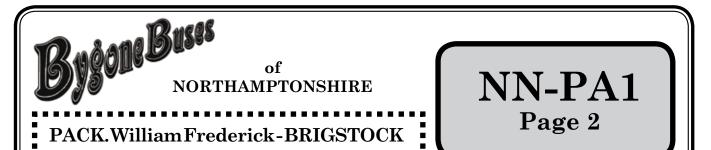
It is presumed that William Pack had varied employment prior to the first World War but by May 1914 he was described as a carrier and was operating Hackney Carriages, but these were not buses. His name also appeared in the 1914 Kelly's Directory for Northants indicating that he provided a carriers service to Kettering on Fridays and to Oundle on Thursdays. It is believed he joined the armed forces during the War and upon demobilization in 1919 it is known that he worked on a farm at Brigstock. At some stage he got married and his wife's name was Bessie. It is assumed Bessie had money as some of the vehicles later acquired were registered in her name rather than that of her husband.

In the 1919/1920 period William Pack again purchased a taxi and after running this for a short time a former Maxwell ambulance was bought in Bessie Pack's name on 30th March 1920 when BD 4314 was registered. This vehicle was adapted to seat fourteen people. Next, in March 1923, Bessie Pack financed the purchase of a twentyseat Crossley bus which carried the registration BD 167 and was painted dark blue. These first two vehicles were operated until July 1925 and July 1927 respectively.

At an unknown date William Pack bought a used Garford brewer's dray from John Elworthy's Kettering Crown Brewery and ran it until September 1928. Possibly Pack adapted this vehicle for passenger use but this is not known for certain.

The next known vehicle in William Pack's fleet was a fourteen-seater REO saloon supplied by Messrs. Allchin & Son of Northampton and this machine was registered RP 3615 on 7th January 1927. Nothing further is known to have been purchased until

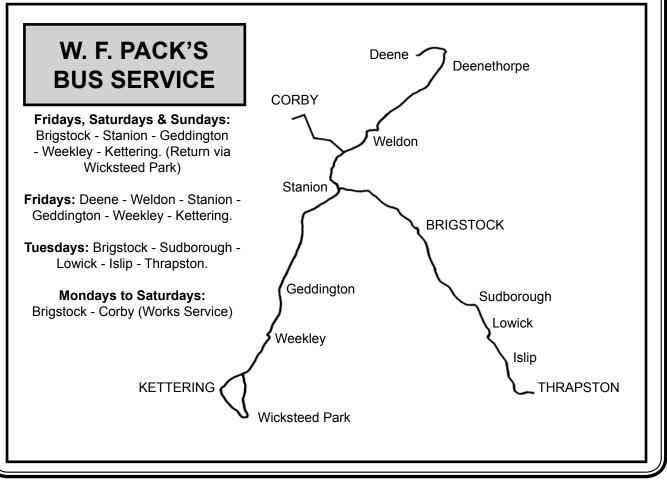
Bygone Buses of Northamptonshire is compiled by R M Warwick, "Torestyn" 101 Broadway East, Northampton NN3 2PP, who would be pleased to be advised of any additional information relating to the above operator. The records of the PSV Circle and the Omnibus Society have been consulted extensively for this series and acknowledgement and thanks are due to these organisations.

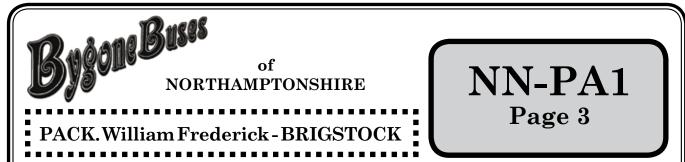


the end of 1931 when NV 727 was registered on 2nd December. This was a Bedford WLB both supplied and bodied by Messrs. Grose Ltd of Northampton and providing seating accommodation for twenty passengers. This was followed a year later by NV 1916, again supplied by Messrs Grose Ltd with the same combination of chassis and body, in December 1932.

Just one further vehicle joined the fleet when in December 1934 a secondhand Gilford 168OT coach registered RH 3421 was acquired, possibly as a replacement for RP 3615. This Gilford had a thirty-two seater body built by H C Motor Works of Hull who originally operated this bus, but it subsequently passed to East Yorkshire Motor Services and on to William Pack.

So far no mention has been made of the services provided by William Pack. As far as it is known he first provided a service from Brigstock via Stanion, Geddington and Weekley to Kettering on this latter town's market day of Friday and similarly on Saturdays and Sundays from the very early 1920s. As this decade progressed Pack added a Tuesday only market facility from Brigstock via Sudborough, Lowick and Islip to Thrapston and Friday shoppers journeys from Deene to Kettering Market routed via Weldon, Stanion, Geddington and Weekley. Additionally William Pack undertook whatever private hire work he could obtain and ran various excursions.





Incidentally William Pack operated from his address in Bridge Street, Brigstock to begin with but later took over as licensee of the New Inn in High Street. He apparently garaged two of his buses at the Post Office and others at the New Inn.

When the time was due for William Pack to apply for Road Service Licences in the aftermath of the 1930 Road Traffic Act, he did so in November 1931. In fact he applied for and was granted five licences, the first being for a group of excursions from Brigstock. Surprisingly most of his excursions were very short-distance local trips to Corby, Deene, Kettering, Lowick, Northampton, Stanion, Sudborough, Thrapston and Wicksteed Park. His only seaside excursion was to Skegness and also he was permitted to operate to Whipsnade Zoo.

The other four licences granted to William Pack were for stage-carriage services, three of which covered his Deene to Kettering; Brigstock to Kettering and Brigstock to Thrapston routes. The fourth licence was for Brigstock to Deene which in reality comprised a positioning journey for the Deene to Kettering service. The Traffic Commissioners in due course allocated their reference numbers TER 1019/1, 1019/2, 1019/3, 1019/5 and 1019/4 respectively to the above services. Interestingly the Brigstock

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to Kettering service operated in Kettering via London Road to Wicksteed Park and back to the Stamford Road via Windmill Avenue.

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In June 1932 William Pack applied to the Commissioners to add five additional excursions to his licence and these were for Peterborough Show, Weldon Fair, Rockingham Flower Show, Rushden and Bedford - all being granted on 15th July 1932.

Nothing of importance then occurred until April 1933 when Pack applied for a licence for a new stage-carriage service (TER 1019/6) to provide a worker's service between Brigstock and Corby on Mondays to Saturdays, approval being given from 23rd May 1933. After about a year, on the same licence, Pack applied for a Sunday church journey to run at 8.30am from Corby to Brigstock and return after the morning service. This was approved provided local traffic between Corby and Stanion was not carried. The only other amendment to be made by William Pack to his operations was the addition, in December 1934, of Sandy Show to his excursion licence.

Whether William Pack had seen the writing on the wall by the end of 1934 and approached United Counties with a view to selling his business, or whether United Counties made the first approach is unknown. Whichever of the two, agreement was reached on 23rd January 1935 for United Counties Omnibus Co Ltd to purchase the Goodwill of William Pack's licences for the sum of £1,100 and his two Bedford WLBs and Gilford for a further £1,000. United Counties made immediate application to the Traffic Commissioners for a new licence to operate Pack's excursions and submitted modifications to its existing Kettering to Thrapston, Woodford to Weldon and Northampton to Stamford timetables to accommodate what was required of Pack's operations. Dispensation was granted by the Commissioners to permit United Counties to implement its proposals from Friday 1st February 1935.

William Pack continued as landlord of the New Inn at Brigstock and maintained his car hire business. He also purchased a couple of Bedford lorries, one of them whilst he was still operating his buses, which he contracted out as required. The first lorry was a Tipper registered NV 3878 whilst the second was ABD 670. William Pack died in 1950 aged sixty-one years.



of NORTHAMPTONSHIRE

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## **Rolling Stock:**

Regn.	Chassis	Туре	Chassis	Body	Seats	Body		Dat	es	Former	Disposal	Nts
No.	01103515	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	No.	Douy	oouto	No.	New	S/H	W/D	Owner	Disposal	
BD 4314	Maxwell	?	E21348	?	B14	?	?	3/20	7/25	_	No further owner	
BD 167	Crossley	?	?	?	B20	?	?	3/23	7/27	-	No further owner	
BD 3104	Garford	25hp	66092	?	?	?	8/15	7/25?	9/28	J Elworthy Ltd, Kettering	No further owner	
RP 3615	REO	?	140760	?	B14	?	1/27	—	12/34?	Supp Allchin & Son, Northampton		1
NV 727	Bedford	WLB	108123	Grose	B20F	?	12/31	—	2/35	Supp Grose Ltd Northampton	United Counties (414)	
NV 1916	Bedford	WLB	108706	Grose	B20F	?	12/32	—	2/35	Supp Grose Ltd Northampton	United Counties (416)	
RH 3421	Gilford	168OT	11896	H C Mo- tor Wks 2	B32R	?	5/31	12/34	2/35	East Yorkshire (196)	United Counties (415)	
NV 3878	Bedford		179401	2	Tipper	?	5/34	—	9/37	Supp Grose Ltd Northampton	No further owner	
ABD 670	Bedford		867521		Lorry	?	3/38	—	?	Supp Grose Ltd Northampton		2

Notes: 1 - RP 3615 last owned by H Roper (Showman), Spring Hill, Birmingham and last licensed 6/38.
 2 - ABD 670 last owned by Weldon & Corby Transport Ltd, Corby and last licensed 12/45.

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