

Bygone Buses

of
NORTHAMPTONSHIRE

NN-WA6

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WALTERS. Samuel

The Garage

HELMDON

The Author has discovered very little of the early history of Sam Walters of Helmdon save that he started to run bus services from Greatworth via Culworth, Sulgrave, Helmdon, Wappenham, Abthorpe, Towcester, Blisworth and Milton to Northampton, terminating in the Cross Keys yard, Sheep Street after the first World War in 1919. This service ran on Wednesdays, Saturdays and Sundays and was soon joined by a Thursday service which operated from Helmdon via Sulgrave and Thorpe Mandeville to Banbury Town Hall.

Nothing is known of Sam Walters' first vehicle or vehicles, but as likely as not Ford supplied the motive power. Walters' first identified rolling stock was a Ford T van/bus supplied by Henry Oliver Ltd of Northampton and registered RP 1590 on 31st July 1925. This machine almost certainly remained with Walters until July 1930 and there is certainly evidence that it was still licensed as goods/hackney by Walters in August 1929. It is understood that RP 1590 was replaced by a fourteen-seater saloon-bodied Ford A on 7th July 1930 when RP 9147 was registered, again being supplied by Henry Oliver Ltd.

The 1930 Road Traffic Act naturally meant that Sam Walters needed to acquire Road Service Licences for his routes and the necessary applications were submitted to the Traffic Commissioners in the Autumn of 1931. Walters' two stage-carriage routes, one from Greatworth to Northampton and the other from Helmdon to Banbury were initially given the Commissioners' references E10029 and E13746, which were soon replaced by TER1149/1 and TER1149/2. Sam Walters' application for an Excursions & Tours licence under references E11488-97 was for some reason surrendered at the end of 1932 and replaced by a new licence under reference TER1149/3 a year later.

Also in December 1933 Sam Walters applied for permission for his Northampton service to pick up passengers between Towcester and Northampton on the A43 road and to extend his Helmdon to Banbury service to start from Syresham. Following objections by United Counties, Northampton Corporation, Midland Red and Kingston of Silverstone to the former and Midland Red and Kingston to the latter application, both were refused by

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.

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the Traffic Commissioners. Thereafter throughout the 1930s Sam Walters made no adjustments of any consequence to any of his services save for another bid to pick up on the A43 road in May 1938, an application that was withdrawn a month later.

WALTERS' GREEN BUS SERVICE

BETWEEN

Greatworth, Culworth, Sulgrave, HELMDON, Wappenham,
Abthorpe & NORTHAMPTON.

STARTING FROM "CROSS KEYS" SHEEP STREET.

	SATURDAY				WEDNESDAY			SUNDAY	
Leave	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Greatworth	9 0	...	...	...	8 30	...	...	...	...
Culworth	9 15	12 50	...	...	8 45	...	...	...	...
Sulgrave	9 20	12 55	4 30	...	8 50	12 55	4 30	...	...
Helmdon	9 30	1 5	4 45	8 15	9 0	1 5	4 45	1 0	8 45
Wappenham	9 50	1 20	4 55	8 25	9 15	1 20	4 55	1 10	8 55
Abthorpe	9 55	1 25	5 0	8 30	9 20	1 25	5 0	1 15	9 0
Northampton arr.	10 25	1 55	5 30	9 0	9 50	1 50	5 30	1 45	9 35
Leave ,,	11 50	3 15	7 0	10 0	11 50	3 30	7 0	2 25	10 0

Service between HELMDON & BANBURY on Thursdays only.

	a.m.	p.m.	p.m.
Helmdon depart	9 30	12 35	3 35
Sulgrave	9 40	12 45	3 45
Thorpe M. ...	9 45	12 50	3 50
Barbury arrive	10 0	1 5	4 5
Banbury depart	12 0	2 50	4 45

PARTIES CATERED FOR.

Phone: 1X1 Sulgrave.

Victory Press, Northampton.

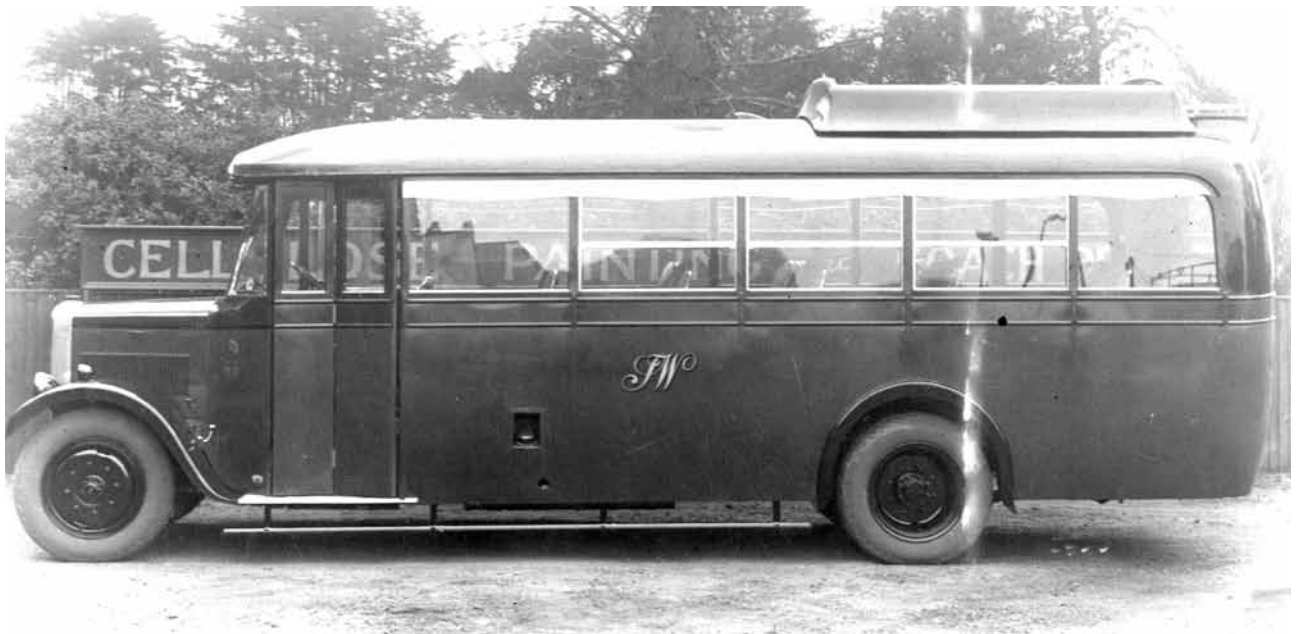
A facsimile of Sam Walters' Green Bus Services timetable from the 1930s.

Returning to the subject of rolling stock, Sam Walters purchased an attractive Leyland Cub with Duple twenty-four seat body from Messrs Kingston Bros of Blakesley on 2nd March 1932 when this machine was registered NV 1063. Fortunately two photographs of it have survived.

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Normal control Leyland Cubs were usually attractive vehicles and this Duple bus bodied example of Sam Walters' NV 1063 is no exception. It was photographed after the War in a car park off Commercial Street, Northampton. (Photo courtesy C Carter).



A side view of NV 1063, a Leyland KP3 with Duple twenty-four seat body photographed when new in Sam Walters' dark green livery.

(Photo courtesy Duple Bodies & Motors Ltd).

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WALTERS' BUS SERVICES

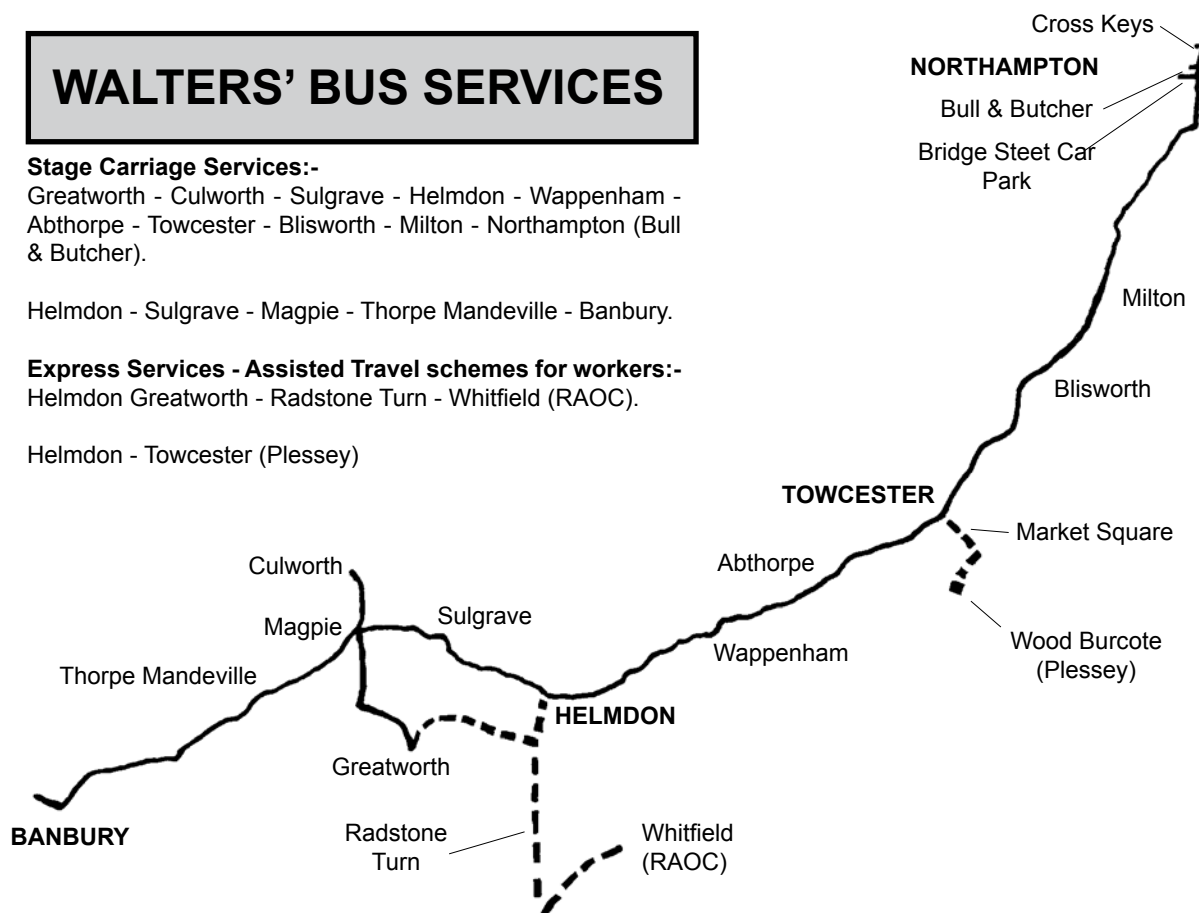
Stage Carriage Services:-

Greatworth - Culworth - Sulgrave - Helmdon - Wappenham - Abthorpe - Towcester - Blisworth - Milton - Northampton (Bull & Butcher).

Helmdon - Sulgrave - Magpie - Thorpe Mandeville - Banbury.

Express Services - Assisted Travel schemes for workers:-
Helmdon Greatworth - Radstone Turn - Whitfield (RAOC).

Helmdon - Towcester (Plessey)



Before the War Sam Walters purchased just one more new vehicle and this was a Commer B3 with a full-fronted twenty-six seater Grose body. It was supplied through Grose Ltd on 1st August 1935 when it was registered NV 5800. Unfortunately photographs of this vehicle have eluded the Author but it would undoubtedly have looked the same as the illustration of NV 5107 depicted on page 6 of paper NN-RO3 concerning George Robinson of Rushden.

During the War Sam Walters was given the opportunity to purchase a Leyland Tiger TS7 coach from the Military Authorities who were releasing a number of vehicles during 1943. Sam Walters gladly accepted the offer and took into stock NV 9197 with a thirty-two seat Burlingham body. This machine had been new to York Bros of Northampton in 1937 and commandeered by the War Department in 1940. Upon release by the Military this coach should have been offered to York Bros, but was not, causing some acrimony between Fred York, the Army Requisitioning Officer and Sam Walters, the latter being caught in the cross-fire! The dispute was resolved by York Bros being offered a similar Leyland Tiger by the Ministry of Supply. Precisely why Sam Walters needed an additional vehicle in 1943 is unclear as nothing is known of any special work he was required to undertake during the War years.

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Not a very good photograph of Sam Walter's Leyland Tiger TS7 registered NV 9197 but the only one available of the coach whilst in Sam's ownership.



A better illustration of NV 9197 with its Burlingham body photographed at Blackpool before the War when owned by York Bros of Northampton. It was quite an impressive vehicle.

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After the War, when operations began to pick up, Sam Walters bought a handsome Plaxton bodied Daimler CVD6 coach which seated thirty-three passengers. This vehicle was registered ERP 738 on 28th March 1949, being supplied by the Arlington Motor Co Ltd of Vauxhall Bridge Road, London. It is understood that this coach replaced Walters' 1935 Commer coach registered NV 5800.

Sam Walters next coach arrived on 1st April 1950 registered FNV 769 comprising a Leyland Tiger PS2/3 chassis with a thirty-three seat Whitson body. This was an additional coach in the fleet.



Well proportioned ERP 738, a Daimler CVD6 with Plaxton body, was photographed at Banbury in February 1957 awaiting return to Helmdon on Sam Walters' stage-carriage service.

(Photo courtesy R Marshall).



An illustration of Sam Walter's PS2 Tiger registered FNV 769 with its Whitson thirty-three seat bodywork.

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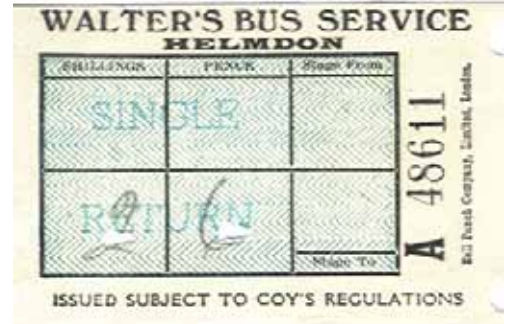
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It is presumed that Sam Walters originally issued bell punch tickets on his local services but none have been seen by the Author. However, he later used the Bellgraphic ticketing system and a 2/6d return ticket is reproduced here.



Walters' Green Bus Service timetable displayed on page 2 shows that his Northampton service terminated at the Cross Keys PH in Sheep Street. By the Autumn of 1937 the terminal had been moved to the Corporation's Bridge Street car park and by July 1944 to the Bull & Butcher PH yard in Bridge Street, where it remained.

S. WALTERS

Garage and Bus Proprietor - Newsagent

HELMDON, BRACKLEY

Dear Sir

Time Table as requested

EAYE	SATURDAY				WEDNESDAY				SUNDAY	
	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
NORTH	9.0	1.10		8.0	9.0	1.10				
Leaves	9.5	1.20	4.30	8.5	9.5	1.20	4.30			
Leaves	9.15	1.30	4.40	8.15	9.15	1.30	4.40	1.0	8.0	
Leaves	9.25	1.40	4.55	8.25	9.25	1.40	4.55	1.10	8.10	
Leaves	9.28	1.43	4.58	8.28	9.28	1.43	4.58	1.12	8.13	
Leaves	9.30	1.45	5.0	8.30	9.30	1.45	5.0	1.15	8.15	
Leaves										
ORTHAMPTON	12.10	3.15	7.0	10.0	12.10	3.30	6.0	2.25	7.0	

EAYE

BANBURY THURSDAYS ONLY.

	A.M.	P.M.	P.M.
Leaves	9.30	1.0	3.35
Leaves	9.40	1.10	3.45
Leaves	9.45	1.15	3.50
Leaves			
Leaves	12.0	2.50	5.0.

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The post-War hand written timetable of Sam Walters' services shown on the previous page also interestingly shows that he was a Newsagent at this time. The timetable indicated buses started from Culworth as opposed to Greatworth but Walters' terminal remained at Greatworth throughout the time he held Road Service Licences. It will be seen that apart from odd timing changes the services were much the same as the pre-War timetables and remained so during Walters' tenure. However, in May 1953, Sam Walters applied to the Traffic Commissioners for a new Express Service licence running from Helmdon Garage to the RAOC Depot at Whitfield near Brackley, picking up also at Greatworth and Radstone Turn. This was an assisted travel scheme and ran on Mondays to Fridays, taking the Commissioners' reference TER1149/5. This latter number begs the question as to what service was licensed by TER1149/4? Presumably it could have been a Wartime operation that perhaps provided the reason for Walters' acquisition of Leyland Tiger NV 9197.

Two more Express Services were licensed to Sam Walters in April 1956 to convey employees of the Plessey Company Ltd at Wood Burcote Way, Towcester to and from Helmdon via different routes. These were again Monday to Friday operations and were allocated the Traffic Commissioners' references TER1149/6 and TER1149/7 although the operation of one of these was short lived. A couple of years later a third Express service under reference TER1149/8 was operated for Plessey commencing from Weston-by-Weedon and picking up at local villages.

Returning to rolling stock, it was in July 1952 that Sam Walters took delivery of a fine Burlingham Seagull bodied Daimler D650HS thirty-seven seater coach which would have been one of the most eye-catching in the area at that time. Sadly this was to be Sam Walters' final new coach although two further second-hand Daimler CVD6 coaches with Plaxton and Burlingham bodies were purchased during the next five years. The first of these was LWE 432 which dated from 1949 and presumably looked much the same as ERP 738 whilst the second was FKV 470 which was built in 1947.

Sam Walters senior driver was Jack Jeffs and as Sam had no heirs wishing to take over the operation he promised to sell the business to Jack Jeffs at the appropriate time when he wished to retire. Sam Walters' wife, a strong willed lady by all accounts, however did not see eye to eye with Jack Jeffs and the business was eventually sold on 1st June 1958 to Harry Webster of Pattishall, along with the garage and five coaches. The Goodwill of the business was valued at £1,900; the five coaches at £3,000; the fuel pumps and diesel tank at £100 and the garage at £550.

Harry Webster applied to the Traffic Commissioners to take over the two Stage-carriage services previously licensed to Walters, the Excursions & Tours licence and two Express licences from Helmdon and Weston to Plessey's factory at Towcester. The Helmdon to Whitfield licence was surrendered by Walters and not operated by Webster. Nine years after acquiring Walters' services Harry Webster sold the Goodwill of the Helmdon to Northampton and Helmdon to Banbury routes to Jack Jeffs after the demise of Sam Walters!

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The Burlingham Seagull was considered a classic amongst coach designs and in this view of Sam Walters' Daimler D650HS registered HNV 322 it is easy to see why.

(Photo courtesy ATPH/Hustwitt).

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Nts
							New	S/H	W/D			
RP 1590	Ford	T	11278816	?	Van/Bus	—	7/25	—	7/30?	Supp H Oliver Ltd, Northampton.	Wilcox, Brackley.	1
RP 9147	Ford	A	3455400	?	B14	—	7/30	—	by 3/37	Supp H Oliver Ltd, Northampton.	Barnard, Eastleach (by 3/37)	
NV 1063	Leyland	KP3	398	Duple	B24F	2762	3/32	—	9/55	Supp Kingston Bros, Blakesley.	No further owner.	
NV 5800	Commer	B3	59056	Grose	FC26F	—	8/35	—	c-/49	Supp Grose Ltd Northampton.	S Grainge, Westbury.	2
NV 9197	Leyland	Tiger TS7	13457	Burlingham	C32F	—	5/37	-/43	by 9/53	Ministry of Tport/ York Bros, N'pton.	A Parsler, Garsington.	
ERP 738	Daimler	CVD6	15195	Plaxton	C33F	282	3/49	—	6/58	Supp Arlington, London SW1.	H Webster, Pattishall.	3
FNV 769	Leyland	Tiger PS2/3	500085	Whitson	C33F	—	4/50	—	6/58		H Webster, Pattishall.	
HNV 322	Daimler	D650HS	25039	B'ham Seagull	C37C	5179	7/52	—	6/58		H Webster, Pattishall.	
LWE 432	Daimler	CVD6	17129	Plaxton	C33F	291	4/49	by 8/55	6/58	E H Sims Ltd, Sheffield.	H Webster, Pattishall.	
FKV 470	Daimler	CVD6	13291	Burlingham	C33F	2957	3/47	by -/57	6/58	Barnard & Barnard (dlr), Sydenham/ Brown Bros, Garston.	H Webster, Pattishall.	

Notes: 1 - RP 1590 last licensed by Wilcox 6/33.

2 - NV 5800 last licensed by Grainge 12/50.

3 - ERP 738 originally ordered by D Gordon (Radio Coaches), Luton to be registered GBM 721.

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This photograph shows Sam Walters' former garage at Helmdon as it appeared in 2004 and still in use for storage. Although in a poor state of repair, it is clear that it was once a structure of some character for a village bus operator. The structure has since been demolished.