

EVANS. William Alfred

& Mrs J

Royal Hotel

Market Place

KETTERING

It is not entirely clear whether it was Mrs J Evans or her husband William Alfred Evans who kept the Royal Hotel at Kettering in the post-First World War period, but in any case both husband and wife were involved with the provision of bus services to ferry clients of the Hotel to and from Kettering Railway Station.

The first record of this operation comes from the Minutes of the Kettering Urban District Council's Streets, Buildings & Sanitary Committee meeting of 29th January 1919 when an omnibus driver's licence was granted to William Evans. A month later a similar document was granted to Alfred William Sykes of 30 Wellington Street, Kettering who was clearly a Royal Hotel bus driver. There is no indication as to whether the service was provided by a horse or a motor bus and over the years both motive powers were used on the short route to and from the railway station.

If it was a motor vehicle then no details of the conveyance used are known for the period 1919 to 1925. However, on 25th March 1925, a blue Wolseley registered RP 692 was licensed new in Mrs J Evans' name, supplied by Taylor & Sons of Headlands Garage, Kettering and licensed as a Hackney Carriage. This may well have been a limousine rather than a bus.

Very shortly after this event a new Morris bus seating twelve passengers was registered as RP 1723 to William Alfred Evans on 12th September 1925. This machine was supplied by the Central Motor Co Ltd of Kettering.

As far as it is known the above two vehicles provided whatever service was required by the Hotel guests for the remainder of the 1920s. With the advent of the Road Traffic Act, 1930 with effect from 1st April 1931 Mrs J Evans applied to the Traffic Commissioners

EVANS. W.A. and Mrs J. - KETTERING

for a Road Service Licence to continue the stage-Carriage route she had hitherto been providing and this was granted in January 1932. Initially Road Service Licences lasted for up to a year but it seems that Mrs Evans did not seek a renewal. Presumably the service ceased during the course of 1932 or very soon afterwards. The Evans' two vehicles were sold for further use and were last licensed in June 1934 and March 1935 respectively.

It is interesting that a former resident of Kettering wrote to the Author some years ago regarding some of the local bus operators and stated:- "W A Evans I do know something about. Circa 1927 my family went on holiday to Sussex. My Uncle, a drinker in the Royal Hotel, arranged for us to be transported (with luggage) to the Station by Evans. The vehicle was a Morris Shooting Brake type, about 12 seats. Its normal work was meeting Commercial Gentlemen and conveying them and their samples to the Royal Hotel. It was an incredibly gutless vehicle. I remember Evans as a big man with boots - possibly ex-Service."

Rolling Stock:

REGN. NO.	CHASSIS		BODY	DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	NO.	TYPE/ SEATS	NEW	S/H	W/D			
RP 692	Wolseley	65403	?	3/25	—	c 12/32	Supplied Taylor & Sons, Kettering	Last owned by A Littlewood, Heckmondwyke	1
RP 1723	Morris Commercial	5128	B12	9/25	—	c 12/32	Supplied Central Motor Co Ltd, Kettering	Last owned by L Green, Rushden	2

Notes: 1 - RP 692 last licensed 6/34.
2 - RP 1723 last licensed 3/35