

# Bygone Buses

of  
NORTHAMPTONSHIRE

**NN-CO3**

Page 1

## **COGGINS. Harry, Hall Farm, WESTON-by-WEEDON**

Discovering the history of the bus operations of Harry Coggins had proved quite difficult. It seems that Harry was principally a farmer based at Hall Farm, Weston-by-Weedon in rural west Northamptonshire, who came to operate a number of motor vehicles between 1922 and 1935.

Harry Coggins obtained his first 14-seater model T Ford bus in October 1922 when it was registered BD 7072 on 25th day of that month. He inaugurated a service from Weston-by-Weedon via Moreton Pinkney, Culworth and Thorpe Mandeville to Banbury, which was soon extended to start from Weston's neighbouring hamlet of Lois Weedon. The service ran on Thursdays and Saturdays only and on other days the Ford T was used for private hires. Evidently Harry Coggins sideline of running a bus was sufficiently successful for him to purchase a second similar machine, again seating fourteen passengers on a Ford T chassis, the bus being registered BD 7963 when new on 13th June 1923. Thereafter it is understood that Harry Coggins ran two buses at a time until 1935.

For the next few years it is difficult without photographic evidence to be sure how Harry Coggins' bus fleet developed. Certainly in November 1924 and January 1925 Harry bought two more Ford T vehicles which respectively became registered RP 128 and RP 329. It seems most likely that both these vehicles were cars rather than buses as Harry Coggins' wife Beatrice is known to have provided a taxi service. One of the original Fords - BD 7963 - was taken out of service in January 1925 and saw no further use, so it is feasible that RP 329 could have replaced it if the latter vehicle was a bus. For BD 7963 to have enjoyed a life of only eighteen months suggests this vehicle may have met with an accident or other misfortune. Incidentally, Coggins is reputed to have run a fourteen-seat Morris bus, but no details of this are available. The livery of the fleet was dark blue and cream.

The year 1926 saw the arrival of a Bean registered RP 3217, on 18th August, but once again it has not been confirmed that this vehicle was a bus. Harry Coggins certainly ran at least one cattle lorry and the Bean may have been such a vehicle. Furthermore, Coggins is known to have owned a 1926 REO Speedwagon fitted with a fourteen-seat Eaton body. The Morris and REO possibly replaced the two Ford Ts, but this is pure conjecture.

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.

#### COGGINS. Harry - Weston-by-Weedon

The next intake for Coggins' fleet came on 9th April 1929 when a Chevrolet LQ was purchased and registered RP 7251. True to form there is no confirmation whether this was a bus or a lorry. However, Harry Coggins' final two passenger vehicles were both Bedford machines seating twenty passengers. NV 448 on a WLG goods chassis was purchased on 9th July 1931 and seems likely to have been traded in for NV 970, a WLB model, on 29th January 1932.

At an unknown date during the 1920s Harry Coggins commenced a second service to Banbury on Saturdays only commencing from Helmdon and routed through Sulgrave and Thorpe Mandeville. At the time of the enactment of the Road Traffic Act 1930, Coggins was running his Lois Weedon and Helmdon to Banbury services and duly applied to the Traffic Commissioners in September 1931 for Road Service Licences to continue these routes. Licences were subsequently granted and the two routes continued with very minor changes for the next four years. However, in June 1934, Harry Coggins applied for an Excursions & Tours licence to permit him to run excursions from Weston-by Weedon, picking up at Culworth, Sulgrave and Thorpe Mandeville, and operating to Leamington, Whipsnade Zoo, Wicksteed Park, Silverstone Point-to-Point Races and Towcester Races. One imagines these tours could not have been great money-spinners.

At the time of takeover - see next page - the Banbury timetables were as follows:-

	Thursdays			Saturdays				
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lois Weedon	9.30	12.50	.....	12.50	.....	.....	.....	.....
Weston	9.40	1.00	4.00	1.00	5.00	.....	.....	.....
Moreton Pinkney	.....	1.10	.....	1.10	5.10	.....	.....	.....
Culworth	.....	1.20	.....	1.20	5.20	6.30	8.30	.....
Sulgrave	.....	1.30	.....	.....	.....	.....	.....	.....
Thorpe Mandeville	10.05	1.35	4.25	1.30	5.30	6.40	8.40	.....
Banbury	10.20	1.50	4.40	1.45	5.45	6.55	8.55	.....
Banbury	12.00	3.00	4.45	4.00	6.00	8.00	9.00	10.30
Thorpe Mandeville	12.15	3.15	5.00	4.15	6.15	8.15	9.15	10.45
Sulgrave	12.20	3.20	5.05	.....	.....	.....	.....	.....
Culworth	.....	.....	5.15	4.25	6.25	8.25	9.25	10.55
Moreton Pinkney	12.30	.....	5.20	4.35	.....	.....	9.35	11.05
Weston	12.40	3.35	5.40	4.45	.....	.....	9.45	11.15
Lois Weedon	12.45	3.40	5.45	.....	.....	.....	.....	.....
	Saturdays							
	p.m.	p.m.	p.m.	p.m.	p.m.			
Helmdon	1.15	5.15	.....	.....	9.40			
Sulgrave	1.30	5.30	6.30	8.30	9.55			
Thorpe Mandeville	1.35	5.35	6.35	8.35	10.00			
Banbury	1.50	5.50	6.50	8.50	10.15			
Banbury	4.00	6.00	8.00	9.00	10.30			
Thorpe Mandeville	4.15	6.15	8.15	9.15	10.45			
Sulgrave	4.20	6.20	8.20	9.20	10.55			
Helmdon	4.35	.....	.....	9.35	11.05			

#### COGGINS. Harry - Weston-by-Weedon

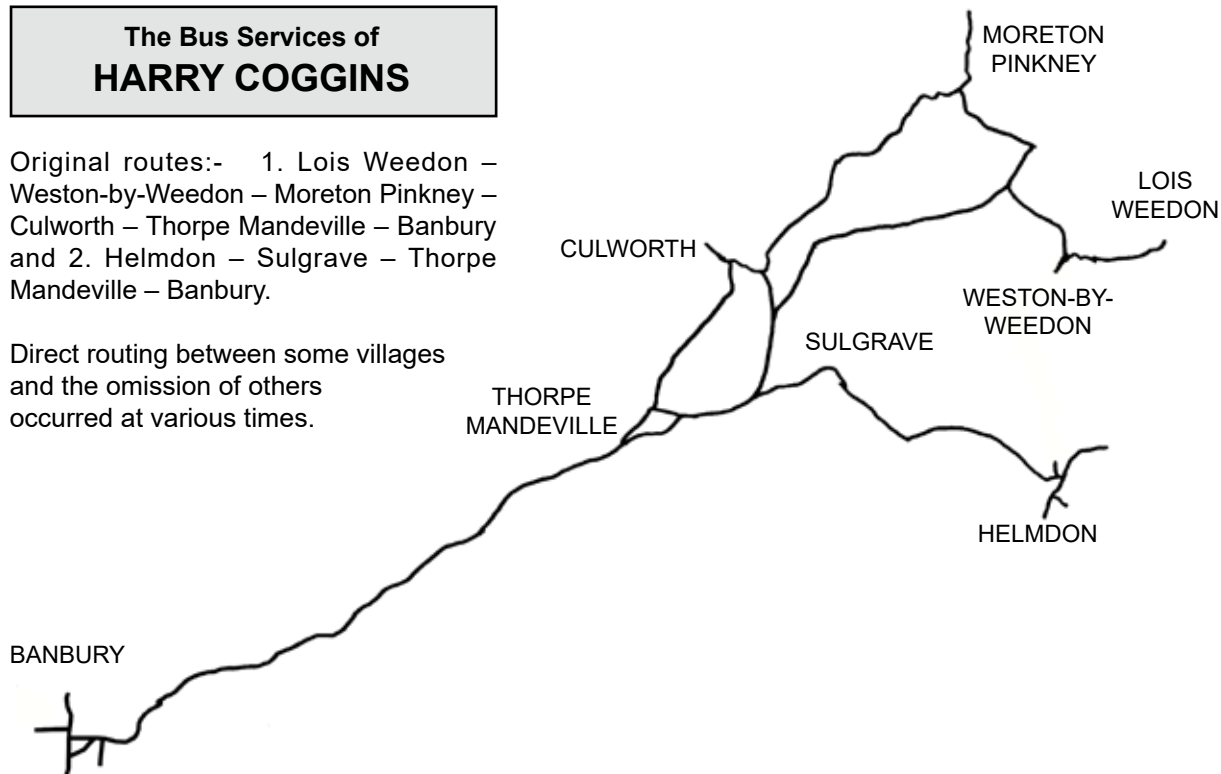
The very rural West Northants area was well blessed with bus operators in the early 1930s, with KW Services of Blakesley, Walters of Helmdon and Lawrence of Wappenham all being close to Weston and Lois Weedon. It was not surprising, therefore, that in March 1935 KW Services of Blakesley should reach agreement with Harry Coggins to take over his bus operations, subject to the grant of appropriate licences by the Traffic Commissioners. Thus Harry Coggins' three Road Service Licences with the reference numbers TER996/1, 2 and 3 in effect became KW Services' licences reference TER2297/9, 10 and 11 from 18th March 1935, so ending Harry Coggins' twelve to thirteen years foray into bus operations.

KW Services also acquired the two buses Coggins was running at this time and these were the REO Speed Wagon and the Bedford WLB registered NV970.

#### The Bus Services of HARRY COGGINS

Original routes:- 1. Lois Weedon – Weston-by-Weedon – Moreton Pinkney – Culworth – Thorpe Mandeville – Banbury and 2. Helmdon – Sulgrave – Thorpe Mandeville – Banbury.

Direct routing between some villages and the omission of others occurred at various times.



# Bygone Buses

of  
NORTHAMPTONSHIRE

## NN-CO3

Page 4

COGGINS. Harry - Weston-by-Weedon

### Rolling Stock:

REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	TYPE	NO.	MAKE	TYPE/ SEATS	NO.	NEW	S/H	W/D			
BD 7072	Ford	T	5832734		B14		10/22	-				
BD 7963	Ford	T	7409580		B14		6/23	-	1/25		No further operator	
RP 128	Ford	T	10626263				11/24	-				1
RP 329	Ford	T	10627593				1/25	-	6/29			1
?	Morris				B14		?					
RP 3217	Bean		10895				8/26	-				2
?	REO	Speed Wagon	129880	Eaton	B14		-/26		3/35		KW Services, Blakesley	
RP 7251	Chevrolet	LQ	51300				4/29	-	3/37	Supplied Evins, Banbury	No further operator	3
NV 448	Bedford	WLG	113657		20		7/31	-	1/32?	Supplied Evins, Banbury		4
NV 970	Bedford	WLB	108341		20		1/32	-	3/35	Supplied Evins, Banbury	KW Services, Blakesley	

- NOTES: 1 - RP 128 and RP 329 were probably taxis rather than buses.  
 2 - RP 3217 could well have been a cattle lorry.  
 3 - RP 7251 could have been a truck.  
 4 - NV 448 was last owned by R S Hall, Deddington and last licensed 12/44.



A photograph of Bedford WLB registered NV 970 has become available since this paper was first written, albeit located at Porthcressa garge in Hugh Town in the Scilly Isles. (Photo courtesy Travel Lens).