

Bygone Buses

of
NORTHAMPTONSHIRE

NN-BE1A
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BEEEDEN. Frank & Eliza Elizabeth **22/24 St. Andrew's Street, and later** **London Road,** **NORTHAMPTON**

The firm of F & E Beeden was one of Northampton's pioneer motor-bus operators and, along with the Midland Motor Bus Co Ltd, the Northampton Motor Omnibus Co Ltd, the Wellingborough Motor Omnibus Co Ltd (later United Counties) and W A Nightingale & Sons, became one of the principal providers of out-of-town bus services radiating from the County Town of Northampton. The story of Beeden's began on 1st August 1884 when Frank Beeden was born at Long Eaton in Derbyshire. Prior to the turn of the twentieth century Frank moved to Northampton where he met Eliza Elizabeth Mawby and duly married her.

In 1905, at the age of twenty-one, Frank established his own business as a sack merchant based on premises at 22 & 24 St. Andrew's Street. Northampton. Initially he owned a horse-drawn cart and toured the farms in the Northampton hinterland buying up sacks which he subsequently repaired at his St. Andrew's Street factory, later re-selling the rejuvenated merchandise. As the business developed, more horse-drawn vehicles were acquired until in 1910 Frank Beeden bought his first motor lorry which was a Wolseley. Being pleased with his motorised transport he quickly replaced the Wolseley with a new Napier lorry registered NH 1051 in, it is believed, 1911 and this vehicle was subsequently given the fleet number 1.

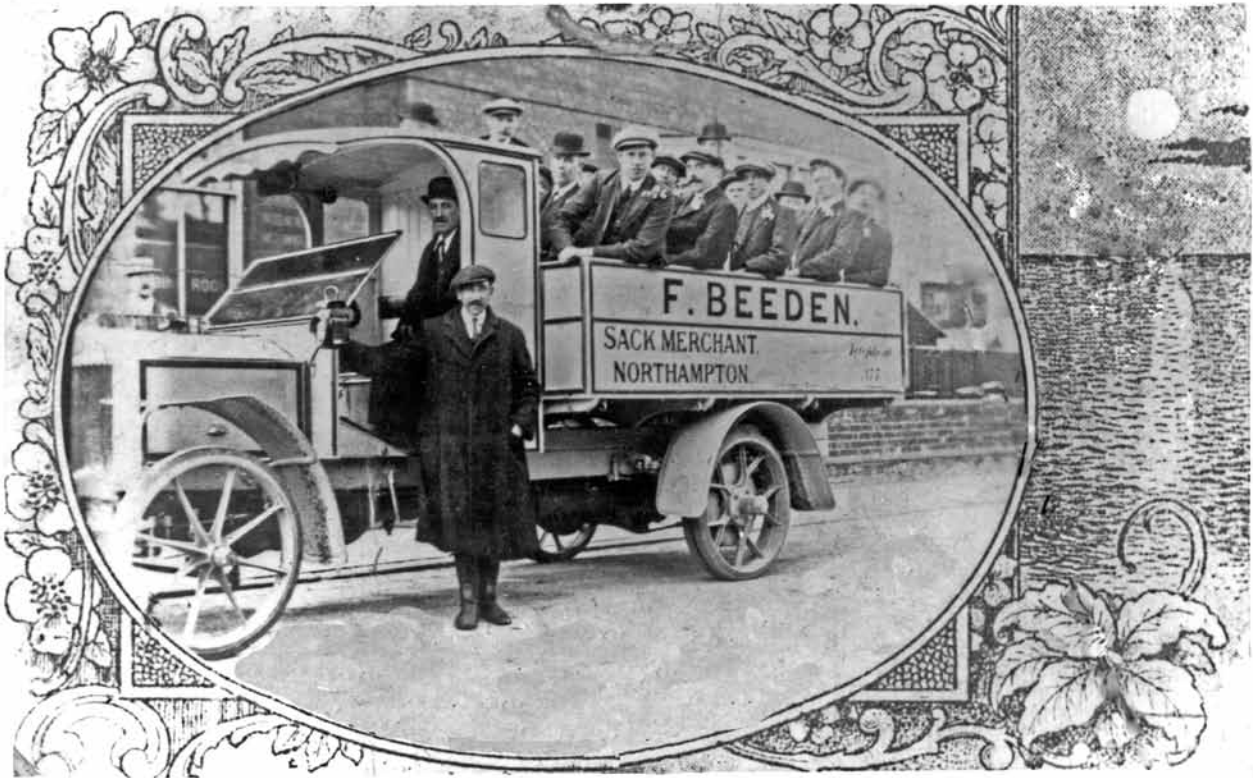
In the course of the next couple of years Frank Beeden bought another Napier lorry which was registered BD 1119 in September 1913 and, soon afterwards, a Napier covered charabanc registered MX 9742. This latter charabanc may have been a Napier demonstration vehicle, registered in London. All Frank's Napier vehicles were supplied by Frank Newton Ltd of 78 Abington Street and St. Giles' Garage, Northampton, this firm being the local Napier agent amongst other things. In fact when Frank Beeden was short of rolling stock he frequently hired a Napier lorry registered NH 950 from Mr Newton.

It seems likely that from 1911 when Frank Beeden acquired his first Napier lorry that he also used it for the conveyance of passengers for private hire parties and he did

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.

F & E Beeden - Northampton

likewise with subsequently purchased lorries. Although the sack merchant's business was conducted from St. Andrew's Street, Beeden's vehicles were garaged at the yard of the Plough Hotel in Bridge Street. By the end of 1913 with the acquisition of both lorries and a charabanc it is evident that Frank Beeden's business had expanded from just dealing in sacks to general carriage of both goods and passengers.



In this illustration Frank Beeden's Napier lorry NH 1051 is shown having been adapted to carry at least twenty passengers by the fitment of five bench seats. Another one or two passengers could travel alongside the driver. There is no weather protection whatsoever for the passengers. Frank Beeden can be seen standing in front of NH 1051.

It has not been established exactly when Frank Beeden started his first local bus service, which ran from Northampton via Milton and Blisworth to Towcester, but it was probably quite late in 1913, or early in 1914. Conceivably Frank Beeden could have continued the service inaugurated by Messrs Clarke & Dillow of Towcester which was probably abandoned in the late Autumn of 1913, as described in paper NN-CL5. Certainly Frank Beeden would have been well aware of Clarke & Dillow's enterprise, as both operator's services commenced from private property at the Plough Hotel, Bridge Street, Northampton. A frequent service between Northampton and Towcester was certainly being advertised by Beeden's for Easter Monday's Races in 1914. The advertising card depicted on the next page is thought to have been issued either in 1913 or 1914 principally to promote the passenger carrying aspects of Frank Beeden's business. It depicts the Napier covered charabanc MX 9742 in the upper picture whilst the lower view, taken on Northampton Market Square, shows Beeden's three Napier

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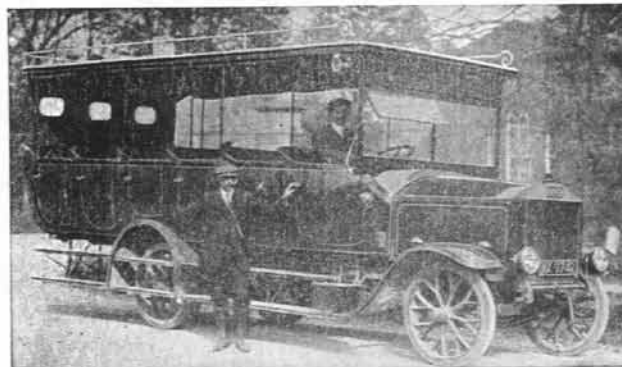
F & E Beeden - Northampton

vehicles MX 9742, BD 1119 and NH 1051 to the right and Frank Newton's Napier NH 950, hired by Beeden's, to the left. From this card it is evident that the Towcester service was provided on Wednesdays, Saturdays and Sundays at this juncture.

F. & E. BEEDEN, **Motor Char-a-banc Proprietors.**

ORDER OFFICE : TELEPHONE 377 NORTHAMPTON.
22 & 24, ST. ANDREW'S STREET,
NORTHAMPTON.

Several
Char-a-bancs
and
Motor Vans
for Hire.



Parties up to
100
in number
conveyed any
distance by road.

Char-a-bancs fitted up with Electric Light and all Modern Improvements.

**A SERVICE FROM PLOUGH HOTEL, NORTHAMPTON TO
TOWCESTER ON WEDNESDAYS, SATURDAYS AND SUNDAYS.**

TIME TABLES MAY BE HAD AT PLOUGH HOTEL.

Furniture
Removed
any
Distance,
only one
handling.



Goods
transport
of every
description
by Motor
Van or
Lorries.

Estimates Free.

Contract Work a Speciality.

F & E Beeden's advertising card of either late 1913 or early 1914.

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An enlargement of the lower picture on the Advertising Card depicted on page 3 and featuring the four Napiers registered NH 950, MX 9742, BD 1119 and NH 1051.



Another view of Frank Beeden's Napier lorry BD 1119 with Frank standing in front of the radiator. The other gentleman is said to be Arthur Mawby who was a Beeden driver of both lorries and buses for many years. The Author is unaware of whether Arthur Mawby was a relation of Mrs Beeden whose maiden name was Mawby.

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The next development in Frank Beeden's fleet came in 1914 with the purchase of the first of four machines built by the London firm of McCurd. Beeden's No.4, registered in Leicestershire as BC 2365, was initially a lorry but by 1917 it had been rebodied as a saloon bus. By chance the chassis of this vehicle survived and was later preserved in the form of a Tate & Lyle box van. Also in the first half of 1914 Frank Beeden acquired another Napier charabanc which took the registration NH 1209 and could probably seat about twenty-two passengers. The year 1915 saw the delivery of a second McCurd, which was registered NH 248 and, as far as it is known, always carried a twenty-eight seat bus body. A year later, in 1916, Beeden's third McCurd chassis was taken into stock with the registration NH 2076. This was a lorry which also doubled as a passenger vehicle. The final McCurd probably did not materialise until after the War.



*A nearside and an
offside illustration of
Beeden's McCurd No.4-
BC 2365 in lorry form*



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F & E Beeden - Northampton



This photograph depicts F & E Beeden's Napier charabanc registered NH 1209 about to convey a party from the Black Lion Inn, St. Giles' Street, Northampton in June 1914.



McCurd NH 248 was, it is believed, always a saloon bus and it is seen here at The Square, Towcester, the terminus of the Northampton to Towcester service.

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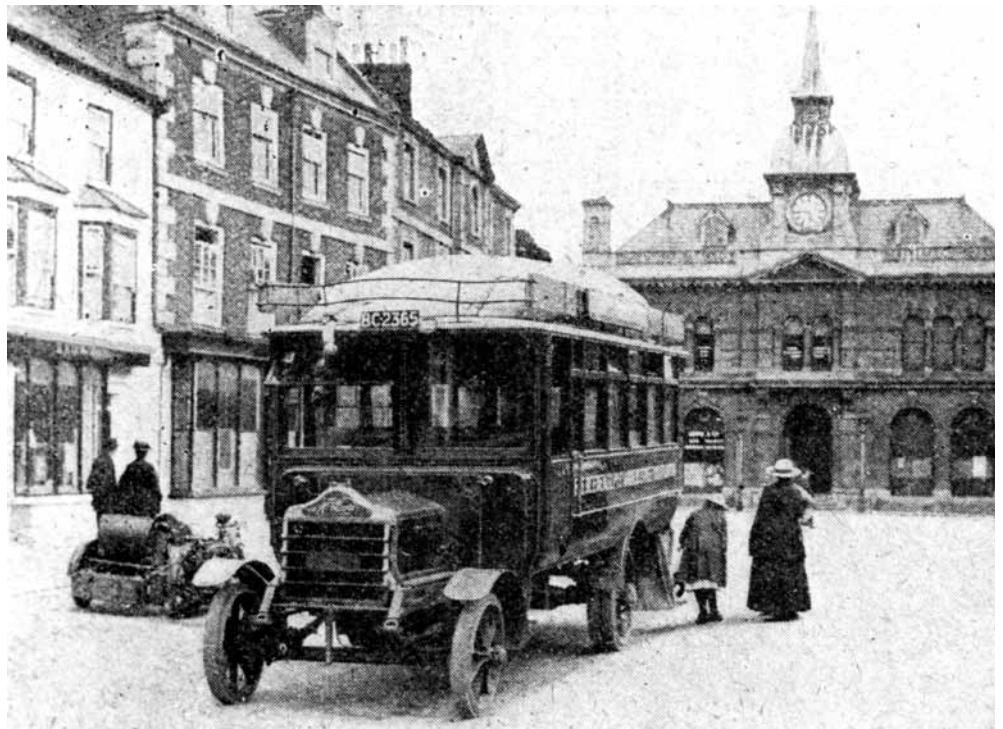
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F & E Beeden - Northampton

During the First World War Messrs F & E Beeden experimented with the use of town gas for the propulsion of the firm's buses, along with fellow Northampton operator Midland Motor Bus Co Ltd. In Beeden's case gas bags produced and marketed by Messrs Barton Bros of Beeston, Nottingham were used and, indeed, Beeden's became agents for Barton's gas products. Beeden's and the Midland Motor Bus Co Ltd were the only two Northamptonshire bus operators known to have opted for gas propulsion during the War.

McCurd BC 2365 is this time illustrated in bus form when it was photographed in 1917 carrying its roof-mounted gas container at Towcester Square. (Photo courtesy Commercial Motor)



Again McCurd BC 2365 pictured with well inflated gas bag.

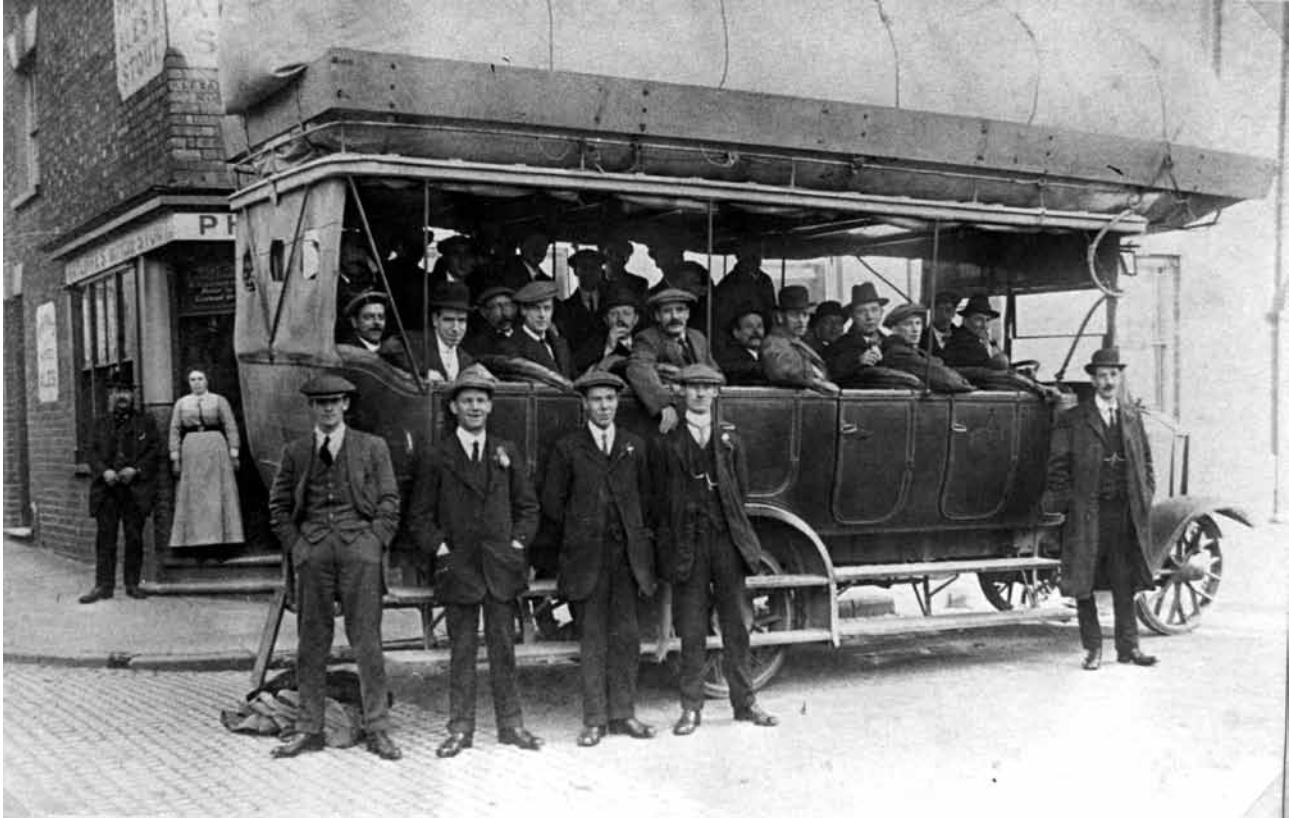
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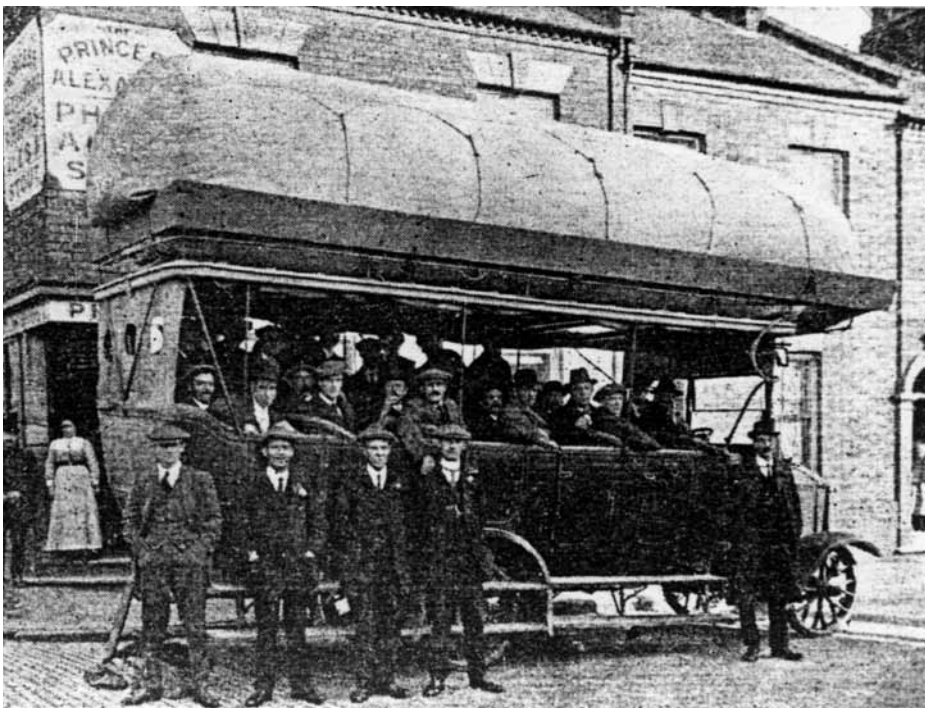
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F & E Beeden - Northampton



Frank Beeden's original Napier charabanc was also converted to run on coal gas during the First World War as can be seen in this illustration showing it taking a party from the Princess Alexandra public house, St.Edmund's Road, Northampton on an all-male outing of some kind.



A more indistinct version of the same photograph but nonetheless included as it shows the full extent of the inflated gas bag.

F & E Beeden - Northampton

F. and E. BEEDEN,
GREEN CHAR-A-BANG SERVICE
TO TOWCESTER,
From Plough Hotel, Northampton,
ON WHIT-MONDAY AND TUESDAY,
WILL BE A SATURDAY SERVICE.

LEAVE NORTHAMPTON.	LEAVE TOWCESTER
8.45	9.50
10.30	11.30
12.30	1.20
2.30	3.20
4.30	6.0
7.15	8.0
9.10	10.0

TIME TABLES AND FULL PARTICULARS MAY BE OBTAINED FROM
PLOUGH HOTEL

This advertisement from the Northampton Daily Chronicle for 10th June 1916, intended to show the special service operating between Northampton and Towcester on Whit Monday and Tuesday, is also helpful in revealing the usual Saturday timetable of seven return trips between the two towns.

In 1914 the Ransome Motor Company Limited formerly of Weston Street, Northampton erected engineering premises in London Road, Northampton at its junction of what was later to become Ransome Road. However, during the first World War the Ransome Company was required to produce munitions and high explosives for the war effort and in 1919 the Company went into liquidation. The premises were duly put up for sale and Beeden's were fortunate in being able to purchase this site and establish the London Road garage as their main base by the Autumn of that year. The firm's association with 22/24 St. Andrew's Street continued for a time but the buses and lorries were transferred from the Plough Hotel yard to the new London Road premises although the terminus of the Towcester bus service remained at the Plough Hotel. Later, in about 1922/3 and at the London Road site, Frank Beeden installed the first petrol filling station in Northampton, equipped with hand-operated pumps. This installation was said to be only the second of its type in the Country.

Complete details of F & E Beeden's rolling stock are not known but, almost from the start, Frank Beeden numbered his vehicles. Quite a few of the stock numbers allocated are recorded but many are not. It is, however, reasonable to assume that all numbers were used, either for lorries or for buses, and if this assumption is correct it means that Frank Beeden had several other vehicles about which no information has yet come to light.

After the first World War Beeden's business developed rapidly and it was probably second-hand acquisitions made in the 1919/21 period that account for the "missing" rolling stock. Of the vehicles Beeden's are known to have acquired during this period, many were ex-War Department A.E.C.s with bus or charabanc bodies. The odd McCurd, Leyland, Wolseley and Napier models were also purchased, the McCurd having been a lorry that was also possibly used as a bus. Two of the A.E.C.s were purchased direct from Liverpool Corporation in August 1921 at a price of £800 per bus.

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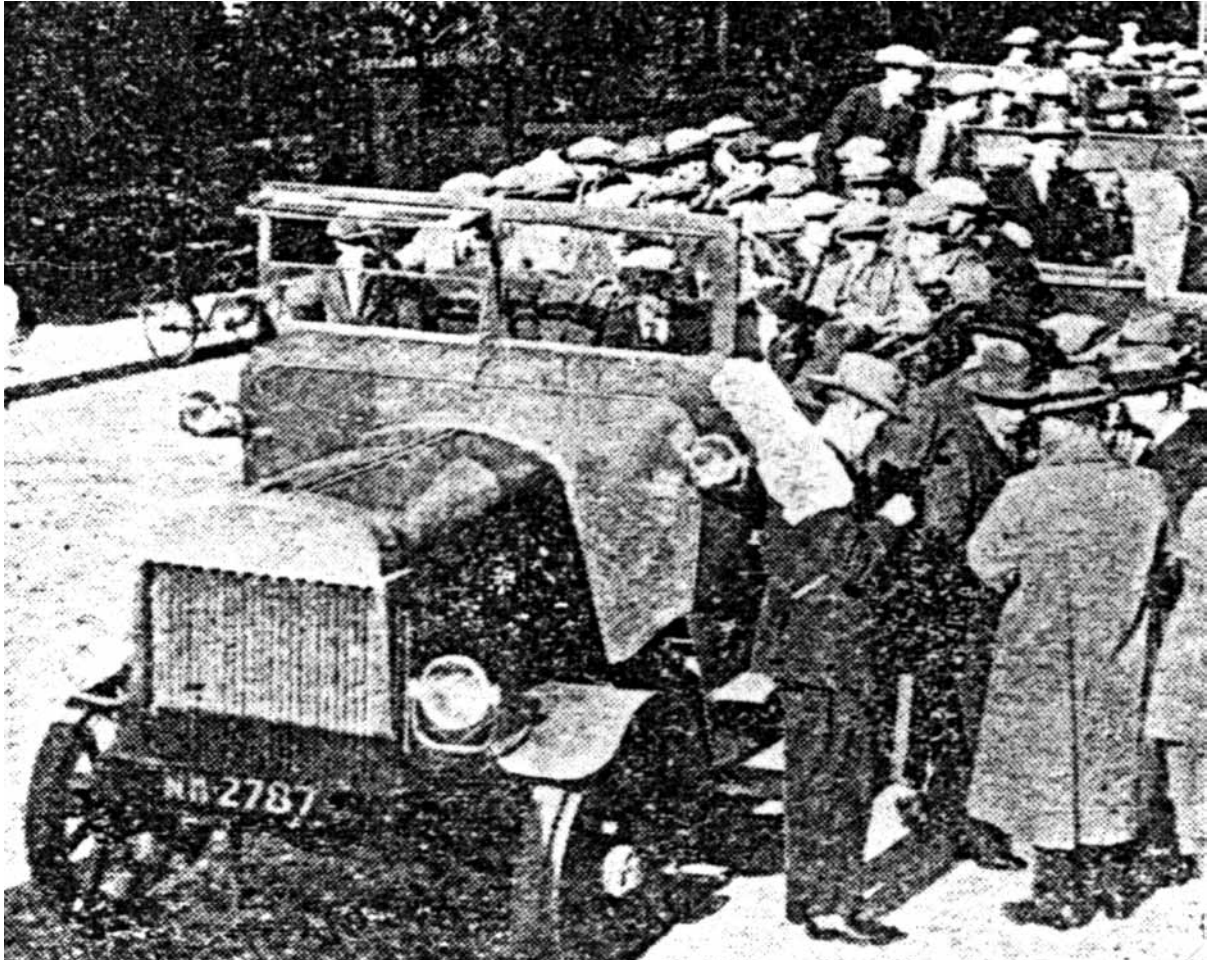


The Ransome Motor Company's new London Road garage built in 1914 and which passed into Beeden's ownership in 1919.



This photograph shows Beeden's original c1923 filling station with hand-operated pumps taken circa 1929/30, with two Lancias standing at the junction of London Road with Ransome Road.

F & E Beeden - Northampton



This Leyland X3 with twenty-eight seat charabanc body was, it is thought, acquired from the War Department in January 1921 and registered NH 2787 on 1st February. The chassis was built in 1913 and was updated with an X4 radiator and bonnet after the War, when the charabanc body would have been fitted. The Roads Act of 1920 required the date of registration under this Act to be shown on documentation, as a result of which, some older vehicles tended to appear in surviving records as being younger than they actually were. On the occasion on which it was photographed, NH 2787 was about to depart from Northampton Town Hall for the Empire Exhibition at Wembley in July 1924.
(Photo courtesy Northampton Independent)

By 1921/2 Beeden's fleet of buses and lorries had expanded to such an extent that it became necessary to erect a new garage to accommodate the fleet. Land was acquired in Southampton Road, Northampton, nearly opposite Frank Beeden's home at 33 Southampton Road and a garage to house nine buses was erected, probably in 1922.

In the 1922 to 1924 period several more reconditioned A.E.C.s were purchased and at least one of these had a dual-door saloon body of the type sometimes known as a charabus. The Northampton Motor O Co Ltd ran a similarly bodied vehicle but on Daimler chassis.

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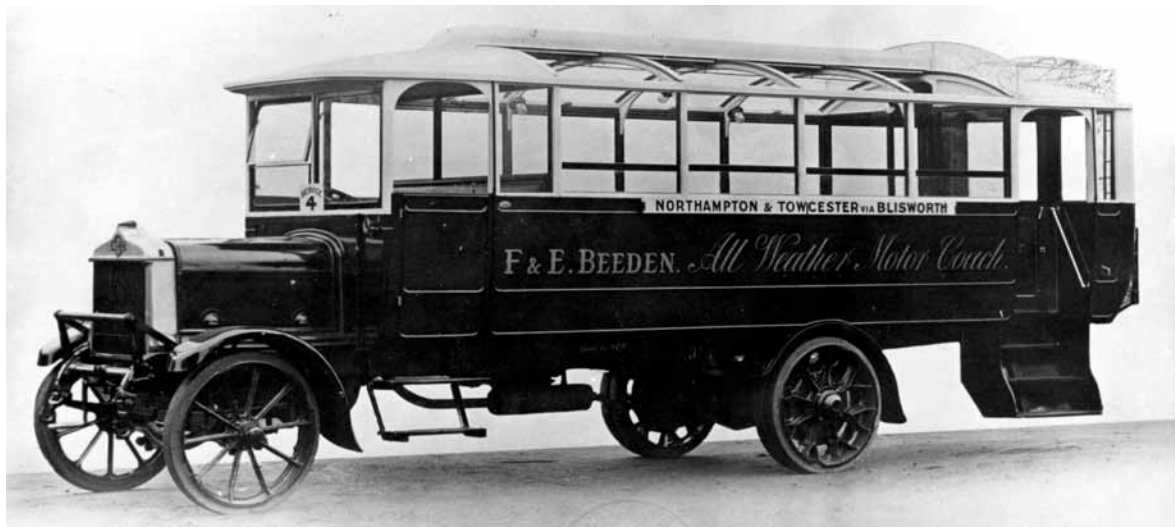
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F & E Beeden - Northampton



This photograph depicts what is almost certainly one of F & E Beeden's A.E.C. charabancs. The Princess Alexandra PH in St. Edmund's Road, Northampton is known to have patronised the services of Frank Beeden as can be seen in the illustration on page 8. The charabanc shown above appears to have been registered NH 4137 which is consistent with Beeden's ownership as the firm is known also to have owned NH 4136. This pair of A.E.C. ex-War Department stock would have been registered in April 1922 and the charabanc is doubtlessly one of Beeden's hitherto unrecorded vehicles.



This illustration shows F & E Beeden's A.E.C. registered NH 4438 in September 1922 with Strachan & Brown thirty-two seat charabus body. In this view the sliding roof panels can be seen in the open position. The front door was used for access to the seats alongside the driver.
(Photo courtesy Strachan & Brown)

F & E Beeden - Northampton



A photograph of Napier NH 1209, new in 1914, appeared on page 6 but it seems that Beeden's bought an ex-War Department Wolseley chassis around about 1920 and transferred the charabanc body from the Napier to the Wolseley which thereafter kept the registration NH 1209. This view probably dates from the early 1920s when it was engaged to take a party from the village of Pitsford where it is seen in the High Street.



This splendid picture shows part of the Beeden fleet circa 1923/4 photographed in London Road, Northampton outside Beeden's garage. Again Strachan & Brown bodied A.E.C. NH 4438 is featured on the right of the line of first World War buses and charabancs. The two A.E.C.s second and third from the right are said to have been KB 1980 and KB 1970 respectively, with NH 3140 another three vehicles down the line. The bus heading towards the level crossing in the background is NH 4136, yet another A.E.C. What a shame a photograph taken from the opposite end of the line is not available so that all the buses could be positively identified!

F & E Beeden - Northampton

The way in which F & E Beeden's local bus services developed is far from clear. The Wednesday, Saturday and Sunday service between Northampton, Plough Hotel, Milton, Blisworth and Towcester, it is believed, was inaugurated either late in 1913 or early in 1914 and was certainly operating daily by May 1914. In December 1915 Beeden's experienced competition on this route when the Midland Motor Bus Company of George Row, Northampton started a daily service from Northampton, Guildhall Road to Silverstone via Milton, Blisworth, Towcester and Whittlebury. This new route must have had a considerable impact on Beeden's service but the family carried on regardless throughout the first World War. Incidentally, Eliza Beeden acted as a conductress both during and after the War.

As previously mentioned, from 1919 onwards F & E Beeden's business was developed significantly. It may be assumed that Frank Beeden was none too keen on the Midland Motor Bus Company, it having encroached on the Northampton to Towcester route that had previously been the sole domain of Beeden's. It may have been for this reason that Beeden's decided to operate a Northampton to Newport Pagnell service on which the Midland Company was running. Beeden's applied to Northamptonshire County Council for permission to institute a service in May 1919 and it is assumed that it was commenced within the next few months. This service was routed from Northampton, Plough Hotel via Hardingstone, Piddington, Hackleton, Horton, Stoke Goldington, Gayhurst and Lathbury to Newport Pagnell. Short workings from Northampton to Hardingstone and Piddington were often advertised separately from the main line of route.

The Northampton to Towcester service was extended and/or varied from unknown dates but presumably during the 1919/20 period. In these alterations certain journeys on Saturdays were extended from Towcester to Abthorpe and Wappenham. Additionally a Wednesday, Saturday and Sunday operation was introduced running from Northampton, Plough Hotel via Milton, Blisworth, Shutlanger and Paulerspury to Whittlebury. Early Beeden's timetables are few and far between but the "Travel by Road" Guide for July 1922 indicates the timetables shown on the following two pages were running at this time.

By 1923 Beeden's services had been allocated numbers, with the main Northampton to Towcester service becoming route 4. It seems likely that the Newport Pagnell route became service 1, the Wappenham route became service 2 and the Whittlebury route became service 3, but this is not certain. Incidentally, the Midland Motor Bus Co Ltd ceased operating in 1924, no doubt to the considerable satisfaction of Frank Beeden.

However, Beeden's still had to share their routes with other operators as more and more took to the roads in the 1920s. Beeden's principal opponents became W A Nightingale & Sons on the Towcester road and Wesley's on the Stoke Goldington road, but there were other competitive village-based bus operators each trying to eke a living from their bus services. Whilst Beeden's were allocated bus stands at Guildhall Road, Northampton as early as 1922 for their special services to Towcester Races, the local bus services continued to depart from the Plough Hotel yard until around 1925 when all operations moved to the Guildhall Road stands.

F & E Beeden - Northampton

Northampton - Milton - Blisworth - Tiffield Turn - Towcester - Wappenham

<i>Sundays</i>	a.m.	p.m.	p.m.	p.m.	p.m.	<i>Mon/Tue/Thur/Fri</i>	a.m.	a.m.	p.m.	p.m.		
Northampton, Plough Hotel	10.30	1.15	2.15	3.15	8.00	Northampton, Plough Hotel	7.15	10.00	4.15	6.15		
Blisworth	10.50	1.35	2.35	3.35	8.20	Blisworth	7.35	10.20	4.35	6.35		
Tiffield Turn	10.55	1.40	2.40	3.40	8.25	Tiffield Turn	7.40	10.25	4.40	6.40		
Towcester, Square	11.10	1.55	2.55	3.55	8.40	Towcester, Square	7.55	10.40	4.55	6.55		
	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.		
Towcester, Square	11.30	2.00	5.15	7.30	9.00	Towcester, Square	8.00	2.00	5.15	7.30		
Tiffield Turn	11.45	2.15	5.30	7.45	9.15	Tiffield Turn	8.15	2.15	5.30	7.45		
Blisworth	11.50	2.20	5.35	7.50	9.20	Blisworth	8.20	2.20	5.35	7.50		
Northampton Plough Hotel	12.10	2.40	5.55	8.10	9.40	Northampton Plough Hotel	8.40	2.40	5.55	8.10		
<i>Wednesdays</i>	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
Northampton, Plough Hotel	8.45	10.30	11.15	12.30	1.15	2.30	3.30	4.30	5.30	7.30	—	—
Blisworth	9.05	10.50	11.35	12.50	1.35	2.50	3.50	4.50	5.50	7.50	—	—
Tiffield Turn	9.10	10.55	11.40	12.55	1.40	2.55	3.55	4.55	5.55	7.55	—	—
Towcester, Square	9.25	11.10	11.55	1.10	1.55	3.10	4.10	5.10	6.10	8.10	—	—
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	—	—
Towcester, Square	9.45	11.30	12.40	1.30	2.45	3.30	4.30	6.30	7.15	9.00	—	—
Tiffield Turn	10.00	11.45	12.55	1.45	3.00	3.45	4.45	6.45	7.30	9.15	—	—
Blisworth	10.05	11.50	1.00	1.50	3.05	3.50	4.50	6.50	7.35	9.20	—	—
Northampton Plough Hotel	10.25	12.10	1.20	2.10	3.25	4.10	5.10	7.10	7.55	9.40	—	—
<i>Saturdays</i>	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Northampton, Plough Hotel	8.30	—	10.30	11.15	12.30	1.15	2.30	3.30	4.30	6.30	7.30	9.30
Blisworth	8.50	—	10.50	11.35	12.50	1.35	2.50	3.50	4.50	6.50	7.50	9.50
Tiffield Turn	8.55	—	10.55	11.40	12.55	1.40	2.55	3.55	4.55	6.55	7.55	9.55
Towcester, Square	9.10	—	11.10	11.55	1.10	1.55	3.10	4.10	5.10	7.10	8.10	10.10
	W							W				
		W							W			
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Towcester, Square	9.45	10.05	11.30	12.30	1.30	2.45	3.30	5.20	6.00	7.45	8.30	10.30
Tiffield Turn	10.00	10.20	11.45	12.45	1.45	3.00	3.45	5.35	6.15	8.00	8.45	10.45
Blisworth	10.05	10.25	11.50	12.55	1.50	3.05	3.50	5.40	6.20	8.05	8.50	10.50
Northampton Plough Hotel	10.25	10.45	12.10	1.15	2.10	3.25	4.10	6.00	6.40	8.25	9.10	11.10

W - Operated to or from Wappenham.

Fares: Northampton to Towcester 1/-.

Northampton to Wappenham 1/10.

Northampton - Blisworth - Shutlanger - Whittlebury

<i>Wednesdays</i>	a.m.	a.m.			<i>Saturdays</i>	a.m.	a.m.		
Northampton, Plough Hotel	8.30	3.45	—	—	Northampton, Plough Hotel	8.30	3.45	—	—
Blisworth	8.50	4.05	—	—	Blisworth	8.50	4.05	—	—
Shutlanger	9.00	4.15	—	—	Shutlanger	9.00	4.15	—	—
Whittlebury	9.30	4.45	—	—	Whittlebury	9.30	4.45	—	—
	a.m.	p.m.				a.m.	p.m.		
Whittlebury	9.45	5.15	—	—	Whittlebury	9.45	5.15	—	—
Shutlanger	10.15	5.45	—	—	Shutlanger	10.15	5.45	—	—
Blisworth	10.25	5.55	—	—	Blisworth	10.25	5.55	—	—
Northampton Plough Hotel	10.45	6.15	—	—	Northampton Plough Hotel	10.45	6.15	—	—

F & E Beeden - Northampton

**Northampton - Hardingstone - Piddington - Hackleton -
Stoke Goldington - Newport Pagnell**

<i>Sundays</i>	a.m.	p.m.	p.m.	p.m.	p.m.		<i>Mon/Tue/Thur/Fri</i>	a.m.	p.m.	p.m.	
Northampton, Plough Hotel	10.30	2.30	6.15	7.00	8.15	—	Northampton, Plough Hotel	8.30	2.00	6.15	—
Hardingstone	10.45	2.45	6.30	7.15	8.30	—	Hardingstone	8.45	2.15	6.30	—
Hackleton	11.00	3.00	6.45	7.30	8.45	—	Hackleton	9.00	2.30	6.45	—
Stoke Goldington	11.15	3.15	—	7.45	—	—	Stoke Goldington	9.15	2.45	7.00	—
Newport Pagnell	11.45	3.45	—	8.15	—	—	Newport Pagnell	9.45	3.15	7.30	—
	a.m.	p.m.	p.m.	p.m.	p.m.			a.m.	p.m.	p.m.	
Newport Pagnell	11.45	4.00	—	8.15	—	—	Newport Pagnell	10.00	3.45	7.45	—
Stoke Goldington	12.15	4.30	—	8.45	—	—	Stoke Goldington	10.30	4.15	8.15	—
Hackleton	12.30	4.45	7.45	9.00	9.00	—	Hackleton	10.45	4.30	8.30	—
Hardingstone	12.45	5.00	8.00	9.15	9.15	—	Hardingstone	11.00	4.45	8.45	—
Northampton Plough Hotel	1.00	5.15	8.15	9.30	9.30	—	Northampton Plough Hotel	11.15	5.00	9.00	—

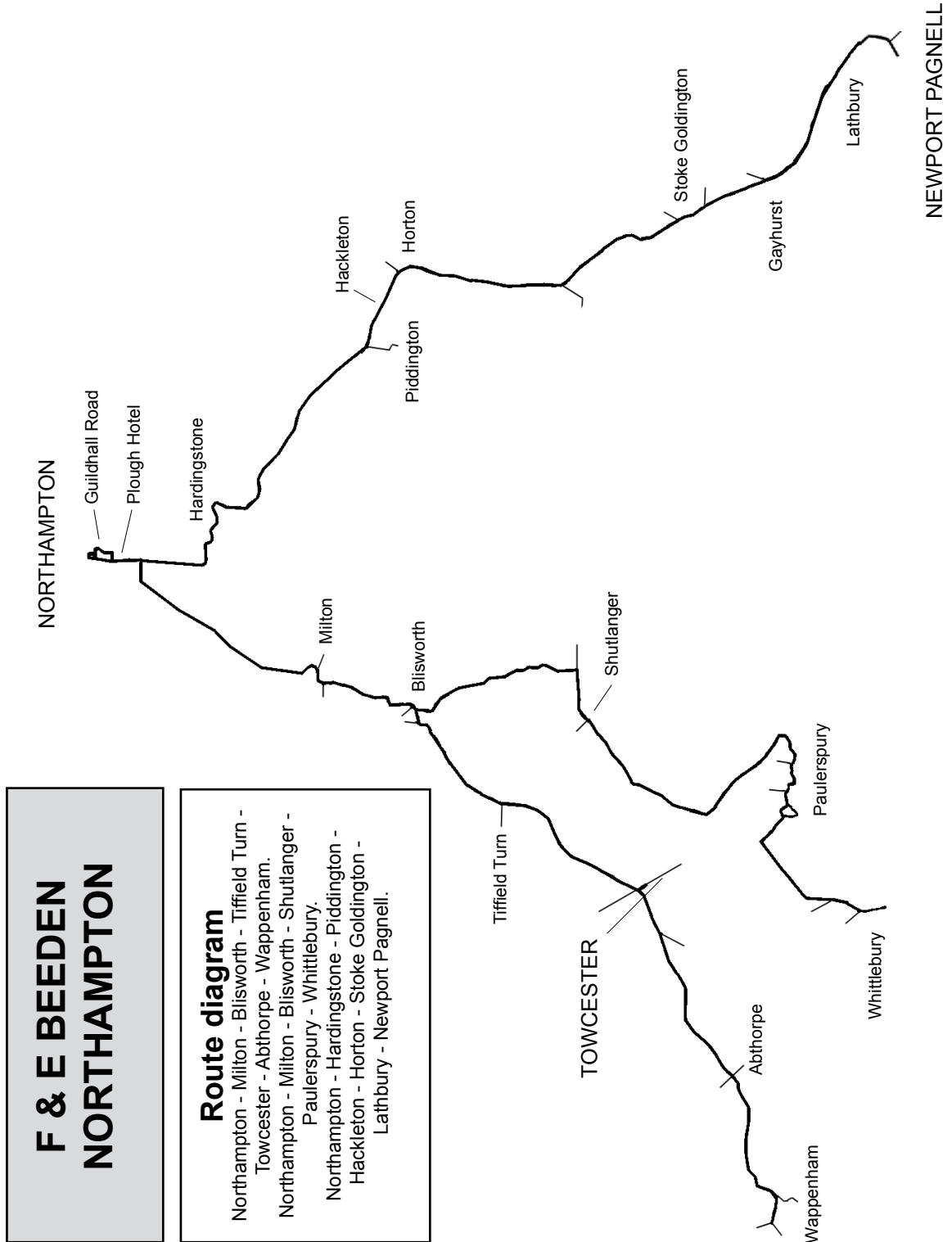
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<i>Wednesdays</i>	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.				
Northampton, Plough Hotel	8.00	8.30	11.00	12.30	2.00	4.00	5.45	6.30	9.00	—	—	—	—
Hardingstone	8.15	8.45	11.15	12.45	2.15	4.15	6.00	6.45	9.15	—	—	—	—
Hackleton	8.30	9.00	11.30	1.00	2.30	4.30	6.15	7.00	9.30	—	—	—	—
Stoke Goldington	8.45	9.15	11.45	—	2.45	4.45	6.30	—	9.45	—	—	—	—
Newport Pagnell	9.15	9.45	12.15	—	3.15	5.15	7.00	—	10.15	—	—	—	—
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.				
Newport Pagnell	9.15	10.00	—	12.30	3.30	5.30	—	7.15	9.30	—	—	—	—
Stoke Goldington	9.45	10.30	—	1.00	4.00	6.00	—	7.45	10.00	—	—	—	—
Hackleton	10.00	10.45	1.00	1.15	4.15	6.15	7.30	8.00	10.15	—	—	—	—
Hardingstone	10.15	11.00	1.15	1.30	4.30	6.30	7.45	8.15	10.30	—	—	—	—
Northampton Plough Hotel	10.30	11.15	1.30	1.45	4.45	6.45	8.00	8.30	10.45	—	—	—	—

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<i>Saturdays</i>	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Northampton, Plough Hotel	8.00	8.30	9.30	11.00	12.30	1.30	2.30	4.15	5.45	6.15	7.00	7.45	9.00	10.30
Hardingstone	8.15	8.45	9.45	11.15	12.45	1.45	2.45	4.30	6.00	6.30	7.15	8.00	9.15	10.45
Hackleton	8.30	9.00	10.00	11.30	1.00	2.00	3.00	4.45	6.15	6.45	7.30	8.15	9.30	11.00
Stoke Goldington	8.45	9.15	—	11.45	—	2.15	3.15	5.00	—	7.00	7.45	—	9.45	11.15
Newport Pagnell	9.15	9.45	—	12.15	—	2.45	3.45	5.15	—	7.30	8.15	—	10.15	11.45
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Newport Pagnell	9.15	—	10.00	—	12.30	2.45	4.00	5.30	—	—	8.15	10.30	11.45	—
Stoke Goldington	9.45	—	10.30	—	1.00	3.15	4.30	6.00	—	—	8.45	11.00	12.15	—
Hackleton	10.00	10.00	10.45	1.00	1.15	3.30	4.45	6.15	6.30	8.15	9.00	11.15	12.30	—
Hardingstone	10.15	10.30	11.00	1.15	1.30	3.45	5.00	6.30	6.45	8.30	9.15	11.30	12.45	—
Northampton Plough Hotel	10.30	10.45	11.15	1.30	1.45	4.00	5.15	6.45	7.00	8.45	9.30	11.45	1.00	—

F & E Beeden - Northampton



**F & E BEEDEN
NORTHAMPTON**

Route diagram
 Northampton - Milton - Blisworth - Tiffeld Turn -
 Towcester - Abthorpe - Wappenham.
 Northampton - Milton - Blisworth - Shutlanger -
 Paulerspury - Whittlebury.
 Northampton - Hardingstone - Piddington -
 Hackleton - Horton - Stoke Goldington -
 Lathbury - Newport Pagnell.

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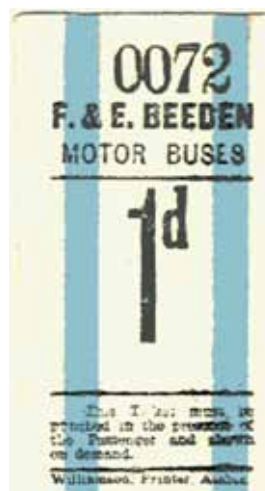
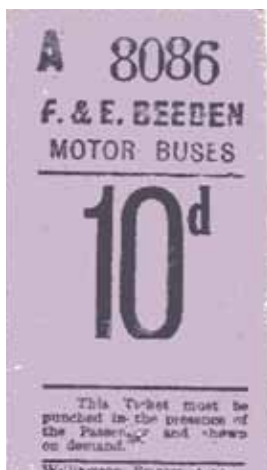
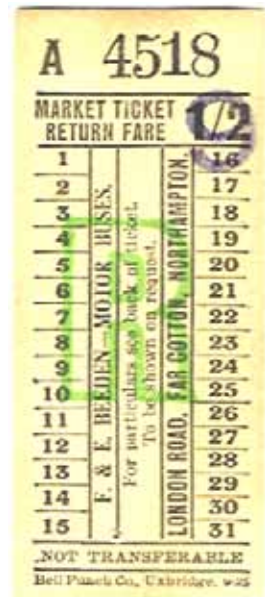
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F & E Beeden - Northampton

F & E Beeden used the bell punch ticketing system on their local bus services and originally tickets supplied by the Bell Punch Company were used. It is not known whether the ticket punches at first used by Beeden's were also supplied by the Bell Punch Company. Two kinds of tickets were common and these were either single value types or those with thirty-one spaces marked for date punching, as illustrated below.

Right: The 8d orange ticket on the left bears a date print of 8/29 whilst the 1/2 return Market ticket overstamped 9d had a 9/25 imprint. Both were printed by the Bell Punch Company.

At a later date the Bell Punch tickets gave way to similar versions printed by Williamson of Ashton-Under-Lyne and this company definitely supplied ticket punches to Beeden's.



On the left is a 10d single value ticket and on its right a 9d return, both by Williamson and mirroring the earlier Bell Punch examples. Williamson's also produced batches of low-value tickets with various coloured stripe overprints, as shown second from the right. The ticket on the far right is an Exchange, which would be given to a passenger in lieu of a return ticket which would be collected by the conductor on the passenger's return trip.

F & E Beeden - Northampton

Beeden's always carried parcels on their bus services and also issued weekly tickets for workers. Finally, tickets for tours and excursions were required and examples of each are illustrated below.



A 4d Parcel ticket or Luggage Receipt. The portion on the right would be stuck on the parcel or item of luggage, the middle part of the ticket would be given to the passenger and the left hand stub retained by the driver/conductor.



Left: a six-day weekly ticket for use on Beeden's services. Right: a Coach Tour ticket issued from Northampton to Ramsgate outward on 30th July 1938 and returning on 6th August 1938, both dates being after United Counties acquired Beeden's business and, no doubt, the reason for the ticket's survival!

F & E Beeden - Northampton

In the 1925 to 1930 period Beeden's considerably expanded their fleet as excursions and private hires were promoted and gradually formed a greater percentage of the firm's business. During the same period the decision was taken to cease haulage work and this was wound down during 1928. The year 1925 also saw the purchase by Beeden's of three Lancia chassis, two with twenty-seat saloon bodies and one with a charabanc body, these being the first of many Lancias to join the fleet. The three buses in question were registered NH 6075, NH 6204 and NH 6580 respectively.

F. & E. BEEDEN'S "Lancia" Safety Coaches.



The following Tours will be run by above :

SUNDAY, MAY 22nd.—(1) Banbury and Edge Hills, 5s. 6d.; (2) Stratford-on-Avon, 8s.; (3) Bedford and Woburn Park, 5s. 6d.; (4) Bedford, 4s. Also Circular Tours at 1s. 6d. and 2s.

Whitsun Holiday Programme.

SUNDAY, JUNE 5th, & MONDAY, JUNE 6th—(1) Skegness, 12s. 6d.; (2) Brighton, £1; (3) Thames Valley, 12s. 6d.; (4) Richmond Park and London, 10s. 6d.; (5) Windsor Park and Burnham Beeches, 10s. 6d.; (6) Stratford-on-Avon, Leamington, Warwick, Kenilworth, Guy's Cliffe, back via Coventry, 9s.; (7) Matlock, 15s. Also Circular Tours.

TUESDAY, JUNE 7th—(1) Stratford-on-Avon, Leamington, Warwick, Guy's Cliffe, Kenilworth, back via Coventry, 9s.; (2) Thames Valley, 12s. 6d.; (3) Leicester, 5s.; (4) Bedford and Woburn Park, 5s. 6d. Also Circular Tours.

THE NATIONAL MEMORIAL TO QUEEN ALEXANDRA—The Opening of the Famous Gardens of England in aid of the above Fund. Our Safety Coaches will run to these Gardens on the days they are opened as follows—

JUNE 4th—Burghley House, Stamford; Southill, Biggleswade; Breadsall Priory, Derby; Colesbourne Park, Cheltenham; Headington Hall, Oxford; Wootton Hall, Warwickshire; Skilts Castle, Redditch.

JUNE 7th—Melbourne Hall, Derby.

JUNE 8th—Osmaston Hall, Derby; Blenheim Palace, Witney.

JUNE 9th—Aldermaston Court, Reading; Dropmore, Burnham; Dingley Hall; Sibbertoft Manor, Market Harborough; Broughton Castle, Banbury; Shipton Court, Oxford; Lea Green, Matlock.

JUNE 11th—Bromham Hall, Bromham, Beds; Barton Hartshorn, Manor, Bucks; Horwood House, Winslow; Moreton Paddox, Warwick; Greenlands, Henley-on-Thames; Gayhurst, Newport Pagnell.

JUNE 13th—Guy's Cliffe, Warwick.

JUNE 15th—Shuckburgh, Daventry.

JUNE 25th—Whittlebury Lodge, near Towcester.

SEA-SIDE TRIPS, JULY 30th, returning AUGUST 6th. Now booking for the following—

(1) Skegness; (2) Yarmouth; (3) Margate; (4) Brighton.

Seats must be booked for these Tours at The Garage, London Road (Telephone 594), where all particulars can be obtained.

A facsimile of an F & E Beeden's advertisement for excursions and seaside trips which appeared in the Northampton Independent of 21st May 1927.

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F & E Beeden - Northampton



This illustration shows one of Beeden's Lancia twenty-seat vehicles in a fight with a telegraph pole, but whether it was one of the 1925 intake is not known.



This illustration is said to be of a Beeden Lancia but there are no distinguishing features to confirm it did actually belong to Frank Beeden. If it did, and as the firm is known to have purchased only one Lancia with a Charabanc body, then this photograph probably depicts NH 6204, new in April 1925.

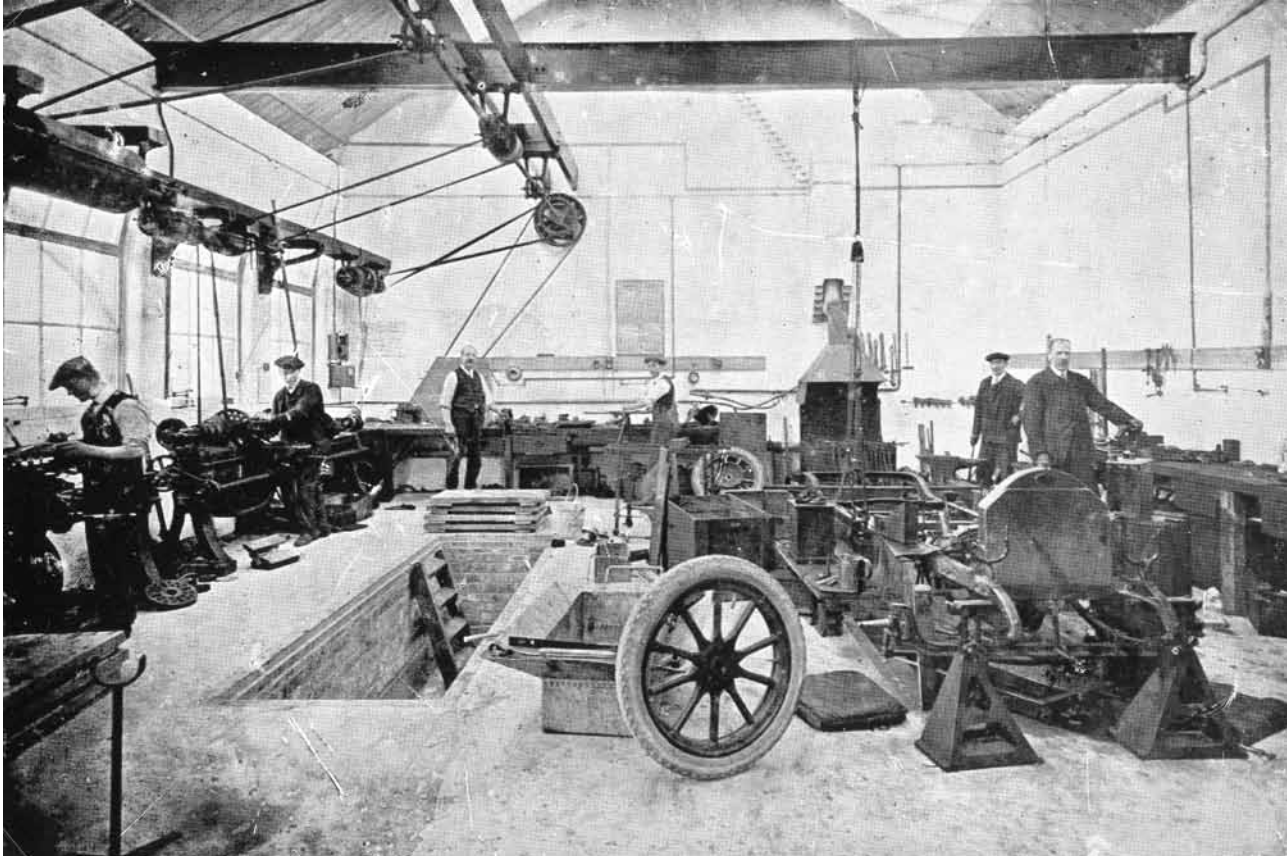
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F & E Beeden - Northampton



This illustration shows the interior of Beeden's garage, probably in the mid-1920s. A stripped-down Lancia chassis can be seen on the right together with a fascinating array of belt-driven machinery.

In 1927 Frank Beeden embarked on a spending-spree when he bought nine second-hand vehicles in various states of repair, or disrepair, probably with a view to salvaging the best of the bunch as runners by the cannibalisation of those in the worst condition. In February 1927 Frank bought three former Wallasey Corporation Hora bodied A.E.C. single-deckers registered HF 591/3/9 from the Lancashire Trading Company of Aintree and it appears he salvaged just one of the trio using the other two as a source of spare parts.

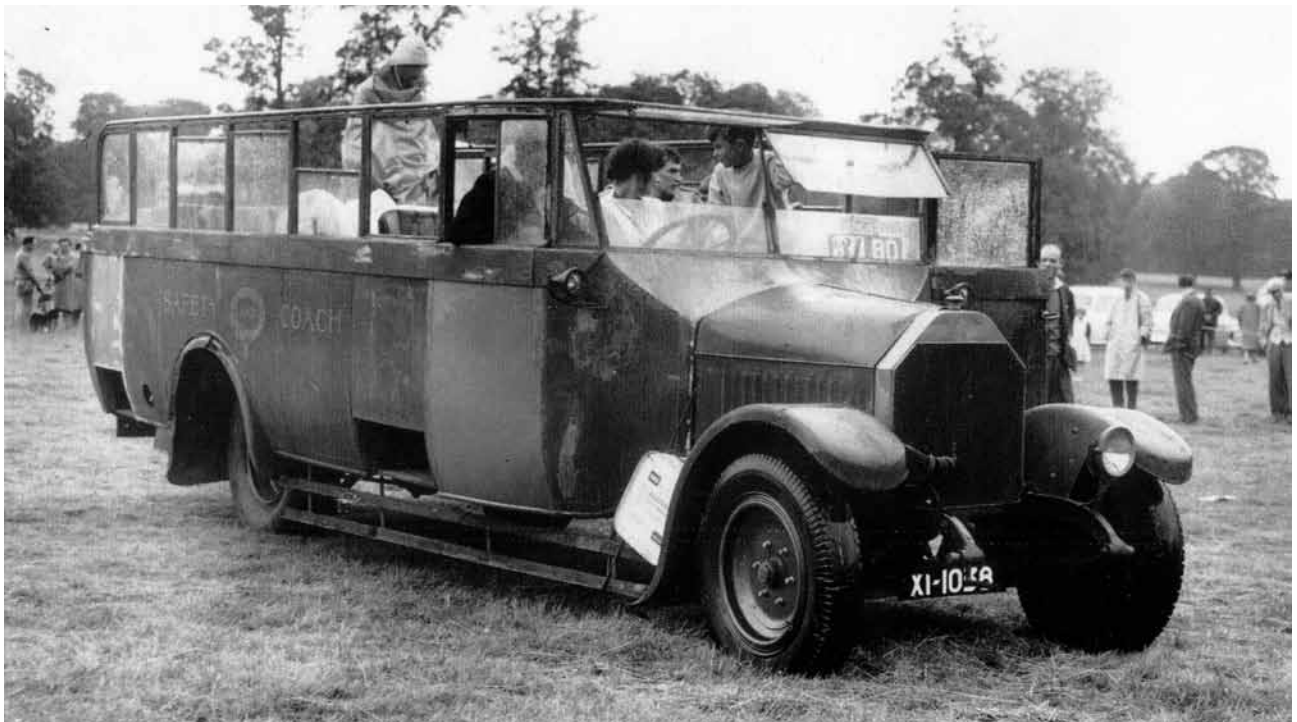
It may have been at the same time that Frank Beeden visited the Lancashire Trading Company that he was on his way to Ireland and whilst there he bought two Lancia Z-type lorries and a Daimler CB lorry which he had shipped to England and driven to Northampton. The Daimler lorry registered OI 2724 was new in 1916 and Beeden's continued to use it as a flat lorry until November 1927 when it was sold to R Whatton of Bourne for agricultural use. The two Lancias, which were registered XI 1036 and XI 1038, apparently dating from 1919, had their truck bodies removed and after reconditioning were sent to Messrs Strachan & Brown of Acton for rebodging as twenty-four seater dual-entrance all weather coaches.

F & E Beeden - Northampton

A second trip to the Lancashire Trading Company in June 1927 procured a former Sheffield Corporation A.E.C. double-decker bus registered W 9282 and a Lancia Z-type lorry formerly the property of the Admiralty. The A.E.C. double-deck was not used by Beeden's other than for spare parts but the Lancia, registered LT 4068, was reconditioned and sent to Messrs Strachan & Brown for the fitment of a bus body in May 1928. Frank Beeden's final acquisition at this time was a fourteen-seater Vulcan charabanc registered SD 6222 which came from an Arbroath operator, possibly via the Lancashire Trading Company, although this latter point has not been confirmed.



This picture shows either Lancia XI 1036 or XI 1038 after rebodying by Strachan & Brown in 1927.



*Lancia XI 1038 was many years later recovered from one of Beeden's premises for preservation and is shown here more or less in "as found" condition at a rally at Stanford Hall in 1963.
(Photo courtesy Alan Burman collection)*

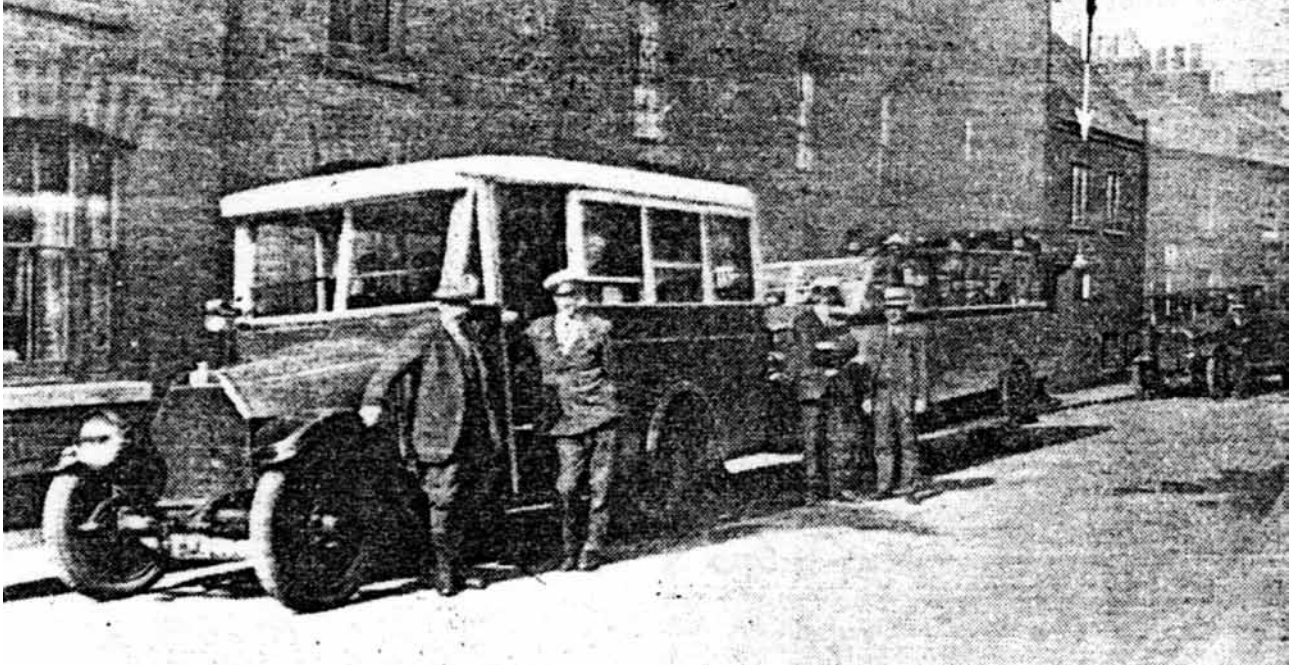
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This rather poor newspaper photograph depicts Lancia LT 4068 in Green Street, Northampton in February 1930, together with two unidentified vehicles.



A clearer photograph of the fourteen seat Strachan & Brown bodied Lancia LT 4068 but this time largely obscured by its passengers.

F & E Beeden - Northampton



Also available is this side view of Lancia Z-type LT 4068 with its Strachan & Brown coachwork.

So far in this paper mention has been made only of Frank Beeden and his wife Eliza. However, Frank and Eliza had four children, the first being a son - Frank William Beeden - born on 24th September 1905 and three daughters Hilda, Daisy and Edith. After leaving school Frank William Beeden joined his father in the family business and remained there for the rest of his working days. Eliza Beeden died at a comparatively young age in November 1932 and it appears that her financial share in the business was divided, possibly equally, between her four children. Frank William Beeden, who was as much involved in running the buses and coaches and, indeed, the business in general as his father, married Florence May Tompkins of Towcester in August 1928 and in due course the couple raised two daughters and a son. After their marriage, Frank and May Beeden went to live at Towcester for a short period prior to moving to Forest Road, Piddington around 1929. At this latter address was situated a wooden lean-to garage alongside the house and this was used to accommodate a bus working on the Piddington to Northampton route. A few years later they moved back to Northampton to an address at 22 London Road, which was not far from the site of the garage premises and opposite the firm's "new" filling station.

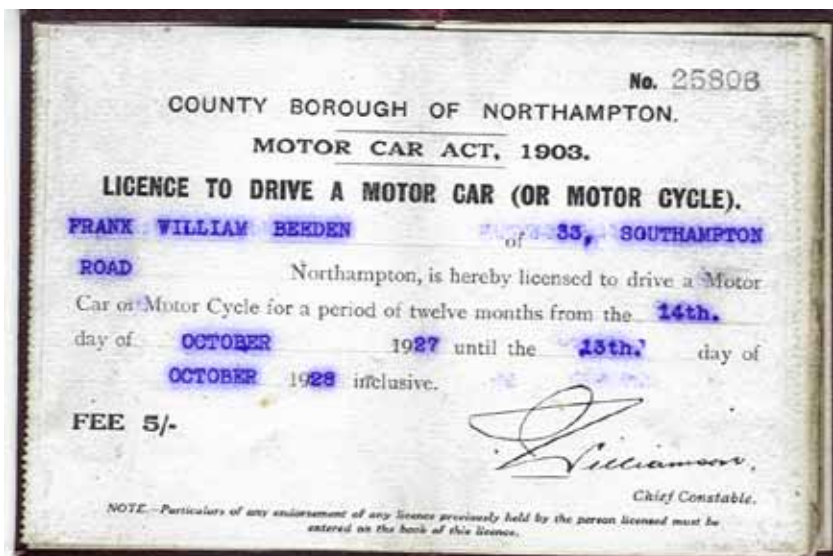
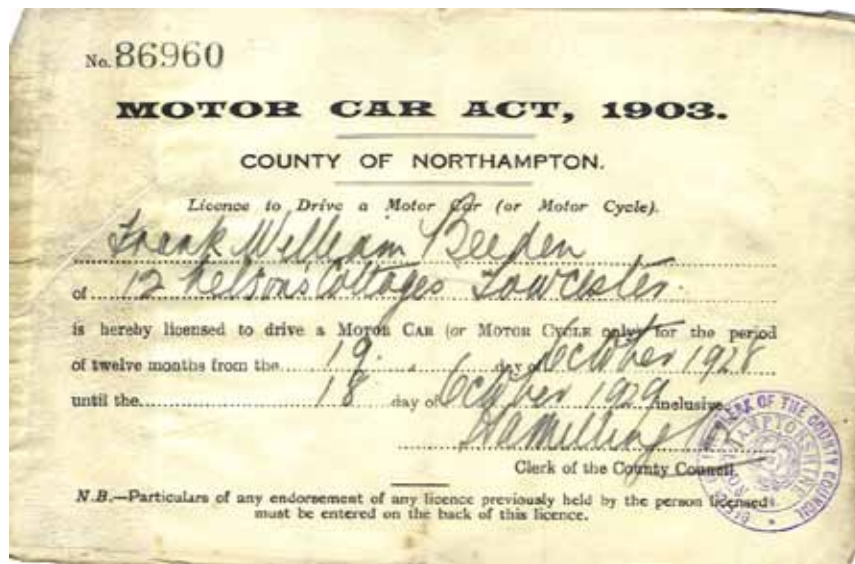
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Reduced facsimiles of Frank William Beeden's driving licences issued in the 1927/8 period by Northamptonshire County Council and Northampton County Borough Council prior to the introduction of national licences in the mid-1930s.

With the introduction of the 1930 Road Traffic Act, F & E Beeden applied to the Traffic Commissioners in July 1931 for licences to cover the five stage-carriage services the firm was operating at that time, without modification. Beeden's also applied for an excursions and tours licence to run sixty-six tours from Northampton Market Square. The original five stage-carriage services ran from Northampton to Newport Pagnell, Wappenham, Piddington, Whittlebury and Towcester respectively. All were granted in November 1931 but on renewal in the following year, mostly with revised timetables, the number of licences was reduced to four by the amalgamation of the Towcester and Wappenham services into one licence. Accordingly, from 1st December 1932, F & E Beeden were licensed as follows:-

F & E Beeden - Northampton

TER 540/1 - Stage - Northampton, Guildhall Road - Hackleton - Horton -
Stoke Goldington - Gayhurst - Newport Pagnell.

TER 540/2 - Stage - Northampton, Guildhall Road - Milton - Blisworth -
Towcester - Abthorpe - Wappenham.

TER 540/3 - Stage - Northampton, Guildhall Road - Hardingstone -
Piddington.

TER 540/4 - Stage - Northampton, Guildhall Road - Milton - Blisworth -
Shutlanger - Paulerspury - Whittlebury.

TER 540/6 - E & T - Northampton, Market Square.

Interestingly, throughout the 1930s Beeden's stage-carriage timetables remained virtually unchanged, so that the Towcester, Wappenham, Piddington and Newport Pagnell timetables illustrated on the following pages, although undated, were applicable from 1932 to 1938.

A printed timetable for the Northampton - Milton - Blisworth - Paulerspury - Whittlebury service is not available but the service ran only on Wednesdays and Saturdays. Buses left Northampton at 8.25am and 4.30pm on Wednesdays returning from Whittlebury at 9.15am and 5.20pm. The Saturday times left Northampton at 8.30am and 4.30pm, returning at 9.20am and 5.20pm.

Beeden's only other involvement with stage-carriage services was the provision of special facilities in connection with the Grafton and Pytchley Point-to-Point races held in most years at Silverstone, Paulerspury or Great Brington. Special services to certain Towcester Races meetings were also authorised.

Moving on to excursions and tours, Beeden's original licence authorised the operation of two vehicles on any particular day but in 1934 this was increased to six vehicles on most days and ten during holiday periods. In 1936 Beeden's applied to add 157 circular tours to their licences, after consultation with other Northampton tours operators. 154 of these were granted but it is doubtful if all were operated although afternoon and evening tours were popular in the 1930s.

During the final ten years of F & E Beeden's operation of motor buses, the firm purchased only one new bus, the remaining twenty-three vehicles taken into stock being a motley collection of second-hand machines of Lancia, Gilford, Tilling-Stevens and A.E.C. manufacture, together with one coach that has not so far been identified. The new bus purchased was a Lancia registered NH 9171 which was fitted with a twenty-seat body by Messrs Strachans of Acton.

F & E Beeden - Northampton

F. & E. BEEDEN'S GREEN MOTOR COACH SERVICE

NORTHAMPTON to TOWCESTER and WAPPENHAM SERVICE.

REVISED TIME TABLE COMMENCING JULY 14th.

MONDAY, TUESDAY, THURSDAY & FRIDAY SERVICE

Leave	a.m.	p.m.	Leave	a.m.	p.m.
Northampton	7.15	9.15	Towcester	7.55	11.0
Milton	7.30	9.30	Tiffield	8.3	11.8
Blisworth	7.35	9.35	Blisworth	8.10	11.15
Tiffield	7.42	9.42	Milton	8.15	11.20
Towcester Arrive	7.50	9.50	Northampton Arrive	8.30	11.35

WEDNESDAY SERVICE

Leave	a.m.	p.m.	Leave	a.m.	p.m.
Northampton	7.20	8.25	Towcester	7.55	11.0
Milton	7.35	8.40	Tiffield	8.3	11.8
Blisworth	7.40	8.45	Blisworth	8.10	11.15
Tiffield	7.47	8.52	Milton	8.15	11.20
Towcester Arr.	7.55	9.0	Northampton Arrive	8.30	11.35
Abthorpe	9.10				
Wappenham	9.15				
Wappenham	9.15				
Abthorpe	9.30				
Towcester	8.0	9.30	Towcester	8.0	9.30
Tiffield	8.8	9.38	Tiffield	8.8	9.38
Blisworth	8.15	9.45	Blisworth	8.15	9.45
Milton	8.20	9.50	Milton	8.20	9.50
Northampton Arr.	8.35	10.5	Northampton Arr.	8.35	10.5

I.P.T.O.

SATURDAY SERVICE

Leave	a.m.	p.m.	Leave	a.m.	p.m.
Northampton	7.20	8.30	Towcester	7.55	11.0
Milton	7.35	8.45	Tiffield	8.3	11.8
Blisworth	7.40	8.50	Blisworth	8.10	11.15
Tiffield	7.47	8.57	Milton	8.15	11.20
Towcester Arr.	7.55	9.5	Northampton Arrive	8.30	11.35
Abthorpe	9.15				
Wappenham	9.20				
Wappenham	9.25				
Abthorpe	9.30				
Towcester	8.0	9.40	Towcester	8.0	9.40
Tiffield	8.8	9.48	Tiffield	8.8	9.48
Blisworth	8.15	9.55	Blisworth	8.15	9.55
Milton	8.20	10.0	Milton	8.20	10.0
Northampton Arr.	8.35	10.15	Northampton Arr.	8.35	10.15

SUNDAY SERVICE

Leave	a.m.	p.m.	Leave	a.m.	p.m.
Northampton	10.30	1.15	Wappenham	12.5	2.35
Milton	10.45	1.30	Abthorpe	12.5	2.35
Blisworth	10.50	1.35	Towcester	11.30	2.0
Tiffield	10.57	1.42	Tiffield	11.38	2.8
Towcester Arr.	11.5	1.50	Blisworth	11.45	2.15
Abthorpe	1.55		Milton	11.50	2.20
Wappenham	1.55		Northampton Arr.	12.5	2.35

The Company will make every effort to maintain this Service, and will accept no liability for loss, damage, injury or delay sustained by any passenger by reason of unpunctuality or failure to maintain Service.

Children over 5 years of age, and under 12 years of age will be carried at half fare, providing they do not occupy a seat excluding an adult passenger.

This facsimile of Beeden's Northampton - Towcester - Wappenham service includes the deletion in ink of all Wednesday extensions to Wappenham and some of those on Saturdays. These journeys were not licenced from December 1932 onwards, so the timetable as originally printed must have dated from 1931.

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F & E Beeden - Northampton



The rear of the Strachans bodied Lancia NH 9171 can just be seen in this view taken in Northampton at the junction of London Road and Ransome Road. The corner of Beeden's garage is visible on the extreme right of the picture along with another Lancia all-weather saloon parked outside in London Road.



Around 1932, Beeden's opened up a new filling station in London Road, Northampton but slightly further south of the original site and at the southern junction with Southfield Avenue. This time more modern electric pumps supplying Esso, Shell and National Benzole are in evidence, the photograph probably dating from the late 1960s.

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F & E Beeden - Northampton

The twenty-three second-hand buses and coaches mentioned earlier as being bought in the final decade of Beeden's public transport operating days comprised a dozen Lancias, four Gilfords, one Tilling-Stevens, five A.E.C. machines and one unknown vehicle. A selection of this rolling stock is illustrated on the following pages.

The only Lancia owned by Beeden's which was not painted dark green and ivory was MP 1027, a Hall Lewis bodied all-weather coach bought in April 1928. This vehicle came to Beeden's painted predominantly silver with a maroon bonnet and flash. It may well have originally been a demonstration vehicle for Hall Lewis.



Unidentified Gilfords belonging to F & E Beeden and awaiting excursion passengers on Northampton Market Square in the 1930s are illustrated on this photograph.

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F & E Beeden - Northampton



A fine picture of Beeden's A.E.C. Reliance RU 8823 with dual-door Duple bodywork seating twenty-eight passengers. This photograph was taken in Guildhall Road, Northampton at the terminus for Beeden's stage-carriage services.

(Photo courtesy J Higham)



Another view of one of Beeden's four "RU" registered A.E.C. Reliances machines, this time in the hands of Driver Bert Reeve and Conductor Dick Travill. On the extreme left can be seen part of the rear of TY 3598 - a Lancia Pentaiota.

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F & E Beeden - Northampton



Again photographed in Guildhall Road, Northampton but this time showing the rear of Beeden's A.E.C. Reliance WX 2073 with Taylor thirty-two seat body.

(Photo courtesy W J S Meredith)

FORM P.S.V. 2/E



LICENCE No. **E** 14750
PLATE No. **E** 5494

ROAD TRAFFIC ACT, 1930.
PUBLIC SERVICE VEHICLE LICENCE.

THIS LICENCE is issued by the TRAFFIC COMMISSIONERS for the EAST MIDLAND TRAFFIC AREA and authorises—

Frank Beeden, Frank William Beeden and Milla Beeden
trading as F. and E. Beeden
London Road, Northampton

to use motor vehicle, Index Mark and Registration No. *E.H. 5985*
Chassis No. *643* Seating capacity, Lower Deck *20*
Upper Deck.....
as a *Stage* carriage.

This licence shall have effect as from *15th December, 1934* and shall continue in force for one year from that date.

Date of issue..... *27th November, 1934*

Fee **£3**

NOTES.

- (1) The licensee must notify the Commissioners of any change of address within 7 days and send or deliver the licence to them to be endorsed accordingly.
- (2) This licence does not confer any right to the issue of a Road Service Licence, for which application must be made on Form P.S.V. 8 or 9.

A reduced facsimile of an East Midland Traffic Area P.S.V. Licence in respect of Lancia EH 5985 effective between 15th December 1934 and 14th December 1935. The vehicle was withdrawn from service immediately after this date.

F & E Beeden - Northampton



This photograph was taken in August 1936 and depicts one of Beeden's coaches about to convey the Northampton Repertory Company to Birmingham for a Radio broadcast. The coach, clearly one of the firm's more presentable vehicles, has not been identified but may have been No. 51, about which details are unknown.

As Beeden's was by 1938 the last significant independent Northampton based operator of stage-carriage bus services it is assumed that United Counties wished to acquire this firm's routes to consolidate its position as the major bus operator in the Northampton district. Discussions between the Company and Beeden's led to an Agreement being made on 1st March 1938 between Frank Beeden, Frank William Beeden and Hilda May West on the one part to sell, and United Counties on the other part to purchase the Goodwill of Beeden's services and eighteen vehicles. The consideration for the sale was £11,500. It will be noted that Daisy and Edith Beeden had disposed of their shares in the business by this time.

At this juncture Beeden's held five Road Service Licences as follows:-

- TER 540/1 - Stage - Northampton - Newport Pagnell
- TER 540/2 - Stage - Northampton - Towcester - Wappenham
- TER 540/3 - Stage - Northampton - Piddington
- TER 540/4 - Stage - Northampton - Paulerspury - Whittlebury
- TER 540/6 - E&T - from Northampton Market Square

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In April 1938 United Counties applied to the Traffic Commissioners to absorb Beeden's services and, following their approval, arrangements were made for the transfer of Beeden's business to be effected from Sunday 26th June 1938. The eighteen vehicles passing to United Counties comprised four Gilfords, a Tilling-Stevens, five A.E.C.s and eight Lancias as listed in the vehicle schedules at the end of this paper. Thus, after twenty-five years the familiar dark-green buses and coaches of the F & E Beeden fleet were no longer to be seen on the roads of Northamptonshire.

Frank Beeden senior continued to run his garage business and filling station in partnership with his son until 1968 when the petrol filling station, the last independent facility in Northampton, was sold to Texaco. Less than two years later Frank Beeden senior died in January 1970 at the age of eighty-five years. Eighteen months after that Frank William Beeden, then almost sixty-six, decided to retire and sold the garage building to Standard Tyres Ltd in September 1971. Finally, the Southampton Road garage was disposed of in 1973. Frank William Beeden subsequently died on 30th April 1986 at the age of eighty years, so concluding an important chapter in Northampton's motoring history.

I am greatly indebted to the late Frank William Beeden, his daughters Joan and Sheila, his son Kenneth and son-in-law Roy Brewster for their enthusiastic help with details of the Beeden family history and for the loan of photographs.

BOOKING OFFICE FOR
ALL
LOCAL and LEADING
COACH PROPRIETORS

COMMERCIAL MOTOR
USERS ASSOCIATION
APPROVED DEPOT

AGENTS FOR
DUNLOP, HENLEY, PALMER
GOODYEAR & FIRESTONE
TYRES

TELEPHONE 594

F. & E. BEEDEN

PARTNERS: F. BEEDEN, F. W. BEEDEN.

THE GARAGE and FILLING STATION

London Road, Far Cotton, NORTHAMPTON

A facsimile of a Beeden's letterhead. The reference to the "Booking Office for all Local and Leading Coach Proprietors" suggests it dates from the 1930s.

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
-	?	Wolseley				Lorry		?	-/10	-/10?			
1	NH 1051	Napier	20hp			Lorry/ Bus		-/11	—	by 8/25	—		
2	BD 1119	Napier	16hp			Lorry/ Bus		9/13	—	6/20	—	W Buckseall, Npton	
3	MX 9742	Napier		1172		Ch 29		-/13	—	9/23	—	No further operator	
4	BC 2365	McCurd				1. Lorry 2. B--D		-/14 by -/17	—	-/17 ?	—	Sold for preservation	
5?	NH 1209	Napier				Ch22		by6/14	—	c-/20	—	Body to 13?	1
6?	NH 248	McCurd		120		B28R		-/15	—	12/23	—	No further operator	
7?	NH 2076	McCurd		212		Lorry/ Bus		-/16	—	12/26	—	No further operator	
8	NH 2150	A.E.C.		14125		Lorry		-/19	—	12/31	—	No further operator	
9													
10													
11													
12		McCurd				Lorry/ Bus?		by -/19	—	?			
13?	NH 1209	Wolseley				Ch22		c-/15	c-/20	?	Chassis Ex-War Dept	No further owner	1
14?	AJ 2567	A.E.C.		14124		B32		-/19	2/21?	12/31		to Petrol Tanker 2/27	
15?	NH 2787	Leyland	X3	X373/1353		Ch 28		-/13	2/21	9/29	War Department	No further operator	2
16?	NH 3140	Napier		2435R		Ch 29		?	3/21	9/27	War Department	No further operator	
17	KB 1970	A.E.C.	YC	13288		B32D		-/19	8/21	9/30	Liverpool Corpn	No further operator	3
18	KB 1980	A.E.C.	YC	13361	Hora	B32D		8/19	8/21	12/27	Liverpool Corpn	No further operator	

NOTES: 1 - NH 1209 - the charabanc body from the Napier carrying this registration was transferred to the Ex-W/D Wolseley chassis circa 1920, retaining the registration NH 1209.
 2 - NH 2787 - X4 radiator and bonnet fitted post War.
 3 - KB 1970 - See note on page 39.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
19	NH 4136	A.E.C.		8889		B32		-/18	4/22	9/29	War Department	No further operator	
20?	NH 4137	A.E.C.				Ch22?		-/18?	4/22		War Department	Northampton Brewery Co., Northampton	
21?	NH 4260	A.E.C.				Lorry?			-/22			No further operator	
22													
23?	NH 4438	A.E.C.		13661	Strachan & Brown	B32D		-/18	9/22	9/30	War Department	No further operator	
24?	NH 4440	A.E.C.		14605		Lorry		-/18	9/22	6/25	War Department	No further operator	1
25	NH 5403	A.E.C.	YD	7798		C		-/17	3/24			No further operator/ Sold for preservation	
26?	NH 6075	Lancia	Z	4733		B20		3/25	—	12/31	—	No further operator	2
27?	NH 6204	Lancia	Z	5021		Ch24		4/25	—	9/31	—	No further operator	2
29	NH 6580	Lancia	Z	4562	Strachan & Brown	B20		9/25	—	12/33	—	No further operator	2
-	HF 591	A.E.C.	YC	15043	Hora	B32R		4/20	2/27	8/28	Lancs Trading Co (dlr)/ Wallasey Corpn (2)	Smith (dlr), Nottingham	3
-	HF 593	A.E.C.	YC	15046	Hora	B32R		4/20	2/27	7/28	Lancs Trading Co (dlr)/ Wallasey Corpn (3)	Smith (dlr), Nottingham	3
30	HF 599	A.E.C.	YC	15045	Hora	B32R		4/20	2/27	9/29	Lancs Trading Co (dlr)/ Wallasey Corpn (6)	No further operator	
31?	XI 1036	Lancia	Z		Strachan & Brown (1927)	AW24D		-/19	3/27				
32?	XI 1038	Lancia	Z		Strachan & Brown (1927)	AW24D		-/19	3/27			Sold for preservation c-/60	
33?	OI 2724	Daimler	CB	1056		Lorry		-/16	3/27	11/27	Albion Transport Co Ltd., Belfast	R Whatton, Bourne	3
-	W 9282	A.E.C.	YC	14230	Dodson	O36R		1/21	6/27	6/27	Lancs Trading Co (dlr)/ Sheffield Corpn (35)	No further operator	4
34?	SD 6222	Vulcan	VSC	2147		Ch 14		10/21	6/27	9/27	R MacFarlane, Arbroath	No further operator	
35	LT 4068	Lancia	Z	3590	Strachan & Brown (5/28)	B14F		-/14	6/27	12/32	Lancs Trading Co (dlr)/ Admiralty, London SW1	No further operator	5

NOTES: 1 - NH 4440 fitted with a McCurd engine.

3 - HF 591/3 and OI 2724 probably not operated by Beeden's.

5 - LT 4068 was a lorry when purchased by Beeden and rebodied Strachan & Brown 5/28.

2 - The chassis of NH 6075/6204 & 6580 probably dated from 1918.

4 - W 9282 not operated by Beeden.

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
36	AG 22	Lancia	Pentaiota	1028		B26		11/25	3/28	9/31	Curtis Auto Co Ltd (dlr), Ldn, NW10/T Gee, Leek T W Blake, Dunstable	No further operator	
37?	MP 1027	Lancia	Pentaiota	2069	Hall Lewis	AW26		11/27	4/28	6/38		United Counties (534)	
38	NH 9171	Lancia	Pentaiota	4075	Strachans	B20		5/29	—	6/38	—	United Counties (527)	1
39	TC 7805	Lancia	Pentaiota			B20		5/24	-/29	6/38		United Counties (533)	
40	TY 3735	Lancia	Pentaiota	2080		B24		12/27	1/30	6/38	Hurlock (dlr), Brixton/ United A S, York (B323)	United Counties (530)	
41	TY 3597	Lancia	Pentaiota	2060	Strachan & Brown	B28		9/27	1/30	6/38	Hurlock (dlr), Brixton/ United A S, York (B325)	United Counties (528)	
42	TY 3598	Lancia	Pentaiota	1489		B24		9/27	1/30	6/38	Hurlock (dlr), Brixton/ United A S, York (B324)	United Counties (531)	
43?	TY 2900	Lancia	Pentaiota	2042		B20		6/27	c8/30	?	Hurlock (dlr), Brixton/ United A S, York (B326)		
44?	YV 9997	Lancia	Pentaiota	2073		C28		5/28	6/31	6/38	Stockwell, London SW9	United Counties (529)	
45?	TW 9688	Lancia	Pentaiota	1722		AW20		6/27	6/31	3/35	D Evans, Woodford Grn	No further operator	
46?	KM 4088	Lancia	Pentaiota	1299		AW20		5/26	5/32	9/34	London & S Coast M S (1915) Ltd.	No further operator	
47	GN 9768	Gilford	168OT	11595	Abbott	C31		2/31	c-/33	6/38	Plotts & Goldman, London E1 (20)	United Counties (522)	
48?	EH 5985	Lancia	Pentaiota	643		20		1/25	1/34	12/35	F A Oakes, Stoke-on-Trent	No further operator	
49	PU 7841	Lancia	Pentaiota	798	Beadle	C20	5095	5/25	5/34	6/38	Eastern National (2234)	United Counties (532)	2
50	WL 9415	Gilford	168OT	11344	Arnold & Comben	C30F		4/30	3/35	6/38	South Midland (23)	United Counties (523)	
51									c-/35				
52	RU 8823	A.E.C.	Reliance	660071	Duple	C28D	1546	6/29	-/36	6/38	Hants & Dorset	United Counties (519)	
53	RU 8820	A.E.C.	Reliance	660070	Duple	C28D	1543	6/29	-/36	6/38	Hants & Dorset	United Counties (525)	

NOTES: 1 - NH 9171 recorded in registration records as a 26-seater.
2 - PU 7841 - the Beadle body was new in 1930.

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
54	RU 8824	A.E.C.	Reliance	660069	Duple	C28D	1547	6/29	-/36	6/38	Hants & Dorset	United Counties (524)	
55	RU 8821	A.E.C.	Reliance	660072	Duple	C28D	1544	6/29	-/36	6/38	Hants & Dorset	United Counties (526)	
56	WX 2073	A.E.C.	Reliance	660226	Taylor	B32F		10/29	-/36	6/38	Halifax J O Committee (149)	United Counties (518)	
57?	XJ 1085	Tilling-Stevens	B39A7	8690		FC32C		5/32	3/37	6/38	Union Jack, Luton	United Counties (517)	
58	TP 9120	Gilford	168SD	11451	Weymann	C26F	W852	5/30	3/37	6/38	T W Blake, Dunstable	United Counties (520)	
59	UV 3931	Gilford	166OT	10987	Wycombe	C31F		7/29	3/37	6/38	T W Blake, Dunstable	United Counties (521)	

NOTES: Page 36 - Note 2 - Liverpool Corporation's original KB 1970 (chassis 13286) took the body from KB 1983 and retained the latter vehicle's registration. The original body of KB 1970 is said to have been burnt. The chassis of KB 1983 (13360) was fitted with an unidentified body and allegedly registered KB 1970, passing to Beeden's in 8/21. However, the Log Book for Beeden's KB 1970 gives the chassis number 13288 which was not one of 37 A.E.C.s ordered by Liverpool Corporation in 1919. Whilst 13288 could easily have been a transcribing error for 13286 it seems unlikely to have been an error for 13360.