

Bygone Buses

of
NORTHAMPTONSHIRE

NN-C01
Page 1

COALES, Frank (1923 - 1939)

COALES, John Allan (1939 - 1951)

t/a Frank Coales Motor Coaches

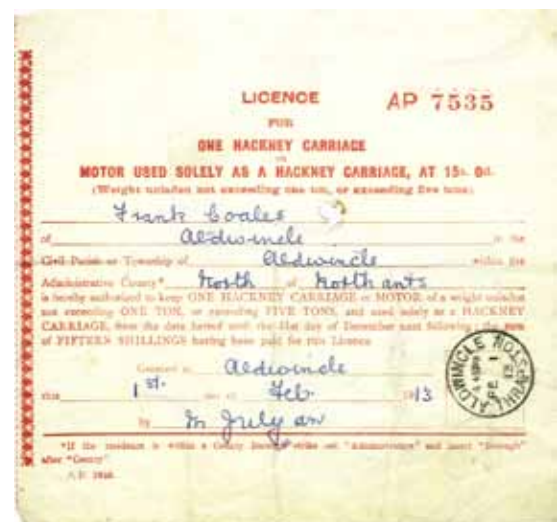
Frank Coales (Aldwinckle) Ltd (494839)

(1951- 1963)

Cross Lane, ALDWINCLE

It was on 26th February 1881 that Frank Coales was born at Aldwinckle, the son of a cattle dealer and his early childhood familiarised him with life on the farm. That notwithstanding, Frank Coales became a carpenter when he left school and first worked for Messrs Cann of Oundle, later transferring to the employment of Messrs Coates, who were also carpenters and builders, but based in Thrapston.

In 1910 Frank married Ada Spendlove who was an Aldwinckle farmer's daughter and at this point the newly-weds took over a small-holding in the village and Frank Coales' first experience with transport came with the hiring out of a horse and wagonette or float for local weddings, funerals and other social occasions. Frank and Ada were blessed with a son who was born on 6th November 1911, was Christened John Allan Coales, and who features later in this story.



Facsimiles of (left) a licence for Frank Coales' horse-drawn wagonette and (right) a similar licence for a motor Hackney Carriage licence, both issued on 1st February 1913.

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.

.....
■ **COALES. Frank - ALDWINCLE** ■
.....

Returning to Frank Coales, he continued with his small-holding and, in addition to his wagonette, added a motor vehicle in January 1912 which he used as a taxi. Frank was exempted from military service during the first World War but after hostilities had ceased he bought a Humber motorcycle, later a Coventry Premier car and later still a Standard Calthorpe car but these were for his private transport rather than for the conveyance of the public. However, in March 1923, Frank Coales bought a six seater model T Ford car which he licensed as a Hackney Carriage and used it for private hire as well as for his own purposes. This Ford T was registered BD 7478 and was evidently satisfactory as Frank bought a secondhand Ford T van, at the latest by November 1924, that had previously been owned by a Captain Henderson of Boughton Park. The van was registered BD 7645 having been new in April 1923 and Frank placed longitudinal seating for three passengers on each side of the van, thereafter using it for passenger carrying duties taking small outings to whist drives and other local events. An additional passenger was carried alongside the driver as the Ford was licensed as a seven-seater. In November 1924, BD 7645 was sent to Messrs F H L Spite, the Thrapston coach and motor body builders, for the fitment of new khaki waterproof side curtains with stout celluloid lights in them and brass turn buttons and straps for rolling up same. Whilst no photographs of Frank Coales Ford T vehicles are available it is clear from the above description that BD 7645 was an open van on which passengers could be protected from the weather by the curtains Spite fitted.

Frank Coales continued to operate his semi-open seven seater bus-cum-van until January 1926 when he commissioned Spite of Thrapston to construct a complete new body for Ford T, BD 7645, at a cost of £67 less an allowance of £5 for the old body. The work was completed in April 1926 and as far as can be ascertained it still seated seven passengers. Access was via a rear door that contained glazing that could be raised and lowered inside the door on a leather strap. Regrettably Frank Coales didn't get good value from the new body as the complete machine was destroyed by fire at Aldwinckle in about June 1926.

Following this conflagration Frank Coales proceeded post-haste to Messrs Robinson's Garage of Montagu Street, Kettering where, in exchange for £177-9s-6d, he was supplied with a Chevrolet 10cwt chassis fitted with what was described as a special rural bus body with two doors, winding windows and box spring seats, with its body finished in cellulose. Robinson's registered the Chevrolet, which probably seated fourteen passengers, RP 2950 on 29th June 1926 whilst Frank Coales took delivery on 2nd July. This was Frank's first real bus and he ran it for nearly two years plying between Aldwinckle and Thrapston on Tuesdays, Fridays and Saturdays. At unknown dates during the 1920s Frank Coales extended his service to Kettering on Fridays and also served the villages of Pilton and Wadenhoe at the Aldwinckle end of the route. In addition to passengers, even from the early days, Frank Coales carried a certain amount of goods and on the odd occasion a pig might be taken to market. A consignment of butter was regularly returned from Kettering to Aldwinckle on the service bus and the story is told that on one occasion a number of pullets, which formed another consignment, pecked

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the butter leaving substantial holes in it. On arrival at Aldwinckle a slice of the butter had to be cut off to provide filling for the remaining holes but at the end of the day the consignee was unaware that there had been a problem.

In 1928 Frank Coales decided to replace his Chevrolet and he got in contact with The Victoria Park Motor Car and Garage Company Limited of London Road, Leicester where the Manager and Director - Mr H Holyoak Needham - provided him with an Overland bus, taking the Chevrolet in part exchange. The Garage arranged for the vehicle to be registered RP 5825 on 30th April 1928 and Frank Coales concluded the deal on 2nd May when he paid Holyoak Needham the sum of £250.

Even in the 1920s Frank Coales never kept a vehicle for long and the Overland remained in favour for only eight months. The problem was that the Overland broke Frank's wrist one morning when he was trying to start the machine and that event was to result in Frank trading it in at the earliest opportunity. It is likely, but not definitely confirmed, that the Overland was returned to Victoria Park Garage at Leicester in part exchange for a Strachan bodied GMC fourteen seater bus that became registered RP 6665 on 6th December 1928. Unfortunately Frank Coales could not get on at all well with his new GMC and, just two months later, it was almost certainly taken back to Victoria Park Garage and exchanged for a secondhand Chevrolet that had been new to H Cleaver of Leicester in April 1928. The GMC in turn passed to Cleaver, apparently in December 1929. Frank Coales seemed to like Chevrolets and his new addition to the fleet was registered RY 6495 and is recorded as having a 12 seat Grose body. Fourteen was the usual capacity for vehicles of the dimensions of RY 6495 but maybe this particular body was equipped with a luggage compartment.

By September 1930 Frank Coales was ready to replace his Chevrolet RY 6495 and this time he turned to Messrs Grose of Northampton for the supply of another Chevrolet. A fourteen-seater body built by W L Thurgood of Ware was mounted on the chassis and the complete vehicle was registered RP 9461 on 30th September 1930.

It has already been mentioned that Frank Coales operated his bus from Pilton, Wadenhoe and Aldwinckle to Thorpe and Thrapston. The Peterborough Electric Traction Company Limited also ran into Thrapston, both via the main road passing from Oundle via Barnwell and Thorpe and via Stoke Doyle, Pilton, Wadenhoe and Aldwinckle. There was not really sufficient traffic for two operators on the "village" route and in November 1930 Frank and the P.E.T. entered negotiations to cease competition. The outcome was that a Deed was made on 4th March 1931 whereby Frank Coales covenanted with P.E.T. for a period of five years not to operate from Oundle to Thrapston via Barnwell or from Oundle to Peterborough via Warmington or any part of these two routes with the exception of the section between Thorpe and Thrapston. Frank Coales had to pay the sum of £20 in compensation for P.E.T. forthwith ceasing operating between Oundle and Thrapston via Pilton, Wadenhoe and Aldwinckle except for that Company's Thursday Wadenhoe, Pilton, Oundle service.

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This Thurgood bodied Chevrolet U was purchased by Frank Coales in September 1930 when it was registered RP 9461.

The above arrangement with the Peterborough Electric Traction Co Ltd preceded the practical implications of the 1930 Road Traffic Act coming into force on 1st April 1931 as far as public service vehicles were concerned. Following the Act becoming law, Frank Coales made application to the Traffic Commissioners, in September 1931, for a Road Service Licence for his Pilton, Wadenhoe, Aldwinckle, Thorpe, Titchmarsh, Thrapston, Cranford, Kettering service which operated on Tuesdays, Fridays and Saturdays. Only on Fridays did the route reach Kettering, at which town it terminated in the yard of the Angel Hotel, access to which was gained from Dalkeith Place. On Tuesdays and Saturdays Coales bus plied between Pilton and Thrapston only. The licence for this route was granted in December 1931. At an unknown date, probably in the early 1930s, Frank Coales gained a school contract to convey pupils from Pilton, Lilford, Wigsthorpe and Thorpe to Aldwinckle School.

About a year later, in November 1932, Frank Coales applied to the Traffic Commissioners for an Excursions and Tours licence for a small group of excursions picking-up at Aldwinckle, Thrapston and Islip and this was duly granted in December 1932. Within a couple of years Frank was able to pick up at will within a radius of four miles of Aldwinckle and the useful seaside excursion destinations of Hunstanton and Skegness were added to the licence.

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The Chevrolet RP 9461 enjoyed a three year life with Frank Coales who, in 1933, again shopped with Grose Ltd and bought a larger Commer twenty-seater with Grose bodywork. Frank's new bus was registered NV 2923 on 7th September 1933.

In the Spring of 1935 Frank Coales was again spending his money replacing rolling stock. A Dennis Ace with twenty-seater Grose bodywork took his fancy and this claret and cream bus was registered NV 5109 on 28th March 1935. Messrs Grose took the Commer NV 2923 in part exchange. As mentioned above, the Dennis Ace was painted claret and cream and these colours became the firm's standard livery for all future vehicles although, in reality, no two coaches were precisely the same colours.



NV 5109 was a handsome Grose bodied Dennis Ace supplied new to Frank Coales in March 1935.

A Bedford WTB with twenty-seater Grose coachwork took Frank Coales' fancy in 1937 when Messrs Grose Ltd supplied NV 9994, which was registered on 12th October, and took the Dennis "Pig" in part exchange. As events turned out, this vehicle was destined to be the last one Frank Coales bought as he died suddenly on 10th May 1939. In fact Frank Coales had taken a party by car to Spalding to view the tulip fields when he

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complained of feeling ill. After collapsing Frank was taken to Spalding Johnson Hospital but died on the way there. He was 58 at the time.

Frank Coales' son - John Allan Coales - had entered the printing trade when he left school in 1926 and worked for Vase Press Ltd of Thrapston. Because his father never operated more than one bus at a time there was no need for Allan Coales to be closely involved with the business although he did hold a PSV Driver's Licence and occasionally drove at weekends. However, upon the death of his father, Allan had two choices - he could either continue his career in printing or he could resign and take over his father's former bus business and smallholding. In the event Allan chose the latter course of action.

One of the first things Allan had to do was to renew the Pilton, Cross Roads to Kettering, Angel Hotel Yard stage-carriage service and Excursions & Tours from Aldwinckle licences in his own name and this he did in June 1939. The Excursions & Tours licence, incidentally, permitted the operation of just one vehicle per day on the group of tours from the village but Allan, and Frank before him, had in any case only the one coach available.

Within months of Allan Coales taking over his new business, War was declared and circumstance surrounding bus operations changed. Excursions ceased in 1940 but the stage-carriage service continued unaltered throughout the War. Whereas many operators expanded rapidly during the War, by virtue of Government contracts, Allan Coales just continued to run his single Bedford WTB registered NV 9994 but he did, however, gain a contract to convey construction workers from Northampton to Molesworth Aerodrome when this was being developed. The journeys provided on a daily basis worked round the school and stage services being operated. Allan Coales' Bedford WTB seated only twenty passengers, in greater comfort than most similar vehicles as twenty-six seats were usually accommodated in WTB models. To cater for Wartime duties an extra five seats were fitted to NV 9994 in November 1940, making it a twenty-five seat coach.

It is interesting to note that in 1940 the Ministry of Transport introduced a system of "Emergency Labels" to enable public service vehicles (and possibly other civilian vehicles) to maintain services essential to the life of the community. Under a direction that could be issued by the Regional (Civil Defence) Commissioner if the need arose, vehicles could be excluded from certain scheduled roads at a time of military emergency. During such times only those civilian vehicles displaying an "Emergency Label" would be allowed on the scheduled roads. Just one Emergency Label was issued to Allan Coales but whether it was ever used is not known.

After the War, Allan Coales began to expand his business. He won a contract with Messrs Stewarts & Lloyds in 1946 to convey workers from Woodford, Islip, Lowick,

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A facsimile of Emergency Label P30007 issued to Allan Coales on 17th August 1940 for the duration of the War.

Sudborough & Brigstock to Corby Works and had to acquire a second vehicle with which to operate the service. It seems that Robin Hood Coaches of Nottingham had operated a Prisoner of War contract based at Corby during the War period, using a Leyland Cub which they based at Corby. By 1946 this vehicle was no longer required and Allan Coales purchased the Cub for his Woodford - Corby contract. Nothing more is known of the Leyland Cub, even its registration number has not yet come to light but it may have been ANN 504, a KP2 Cub with twenty-four seat Brush bodywork.

In April 1946 Allan Coales made an agreement with George Veazey of Great Gidding to purchase the latter's bus business. Veazey had for some years operated services based on Gt Gidding and in 1946 was running a Thornycroft saloon bus. In consideration of the purchase price of £275, which comprised Goodwill £150, Motor Omnibus £90, Spares, Sundry Plant £10, Fixtures, tools £15 and Equipment £10, it was agreed that Allan Coales would take over on 30th April 1946 subject to the Traffic Commissioners' agreement to the transfer of licences. The agreement between Messrs Coales and Veazey was optimistic as it seems the applications to the Traffic Commissioners for the

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take-over of Veazey's licences were not submitted until the Autumn of 1946, with publication following in October of that year when both United Counties and Tom Head of Luton lodged objection. The outcome, on 10th January 1947, was that Allan Coales was granted two new stage carriage service licences. The first ran from Aldwinckle Garage to Oundle Market Place via Thorpe, Achurch, Lilford, Four Lodges, Clapton Bridge, Clapton (later spelt "Clopton"), Thurning and Barnwell, on Thursdays only leaving Aldwinckle at 1.10pm and returning from Oundle at 3.15pm. The second route was from Aldwinckle Garage to Thrapston via Barnwell, Polebrook, Polebrook Aerodrome, Hemington, Luddington, Great Gidding, Winwick, Thurning, Clapton and Thorpe, on Tuesdays only, leaving Aldwinckle at 10.15am and returning from Thrapston at 2.45pm. To protect the objectors' services, a restriction was placed on Allan Coales' Aldwinckle - Thrapston licence preventing passengers being picked up on the outward journey prior to Polebrook or set down on the return journey after Polebrook thus, in effect, making it a Polebrook to Thrapston service. The Aldwinckle - Oundle route was similarly restricted to prevent the carriage of Barnwell - Oundle local traffic.

G E Veazey also ran a Winwick to Peterborough route and the agreement with Allan Coales made provision for the latter operator to additionally apply to take over this service. Allan Coales' replacement service application was for journeys from Aldwinckle Garage via Thorpe, Titchmarsh, Bidewell, Clapton, Thurning, Winwick, Hamerton, Steeple Gidding, Little Gidding, Great Gidding, Luton, Washingley, Folkesworth and Norman Cross to Peterborough Bus Station and return. The service was to operate on Wednesdays and Saturdays leaving Aldwinckle at 9.30am and returning from Peterborough at 2.45pm. When granted on 10th January 1947, Alan Coales was not permitted to convey local passengers between either Thorpe and Peterborough or between Norman Cross and Peterborough.

Just two months after applying for the above Aldwinckle to Peterborough service Allan Coales applied for another very similar route which mirrored the first one as far as Little Gidding but then proceeded via Luddington, Great Gidding, Caldecote, Denton and Stilton to Norman Cross and Peterborough. This route also operated on Wednesdays and Saturdays but at later times than the first service. On Wednesdays the bus left Aldwinckle at 6.30pm, returning from Peterborough at 10.15pm whilst on Saturdays it departed from Aldwinckle at 4.15pm and Peterborough at 9.20pm. The licence was granted in April 1947 but within a few months the route between Great Gidding and Peterborough was brought into line with the Veazey replacement service.

Allan Coales did in fact take over George Veazey's Thornycroft single deck vehicle and it was operated for a couple of years, most usually on the Woodford to Corby contract. Unfortunately no details of the vehicle have been discovered.

Prior to and during the War, tickets issued on the stage carriage service had been preprinted card tickets, some Edmondson types but others rather larger cards mostly supplied by Allan Coales by virtue of his connections with the print trade. After George

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This illustration shows the rear of one of George Veazey's coaches but its identity is unknown. As Veazey had only a small fleet it is possible that it is the Thornycroft taken over by Allan Coales. Mrs Veazey occupied the central position and behind her can be seen the ladder leading to the vehicle's roof-mounted luggage carrier.

Veazey's services were acquired Allan Coales bought a couple of Setright Insert model ticket machines and these were used for the rest of the time Allan operated buses and, indeed, by the operator who subsequently took over the routes. The first machine purchased was a 1947 stock Setright Insert LRD ticket register carrying the case number 2371, being followed by a similar machine numbered C174 new in 1948 and intended for either Crosville or Cumberland Motor Services but not, in fact, required by its intended purchaser.

Meanwhile the numbers of workers requiring transport between Woodford and Corby Works was growing and round the clock shift work was in operation at the Steel Works. To accommodate the additional requirements Allan Coales had to draft two more ex-Robin Hood motors into his fleet. A Leyland Cheetah registered JP 2188 with a Leyland thirty-five seat body and an A.E.C. Regal registered DY 9340 carrying a thirty-two seat Harrington coach body were bought in February 1947 and collected from Nottingham, bringing Allan Coales' fleet up to five vehicles.

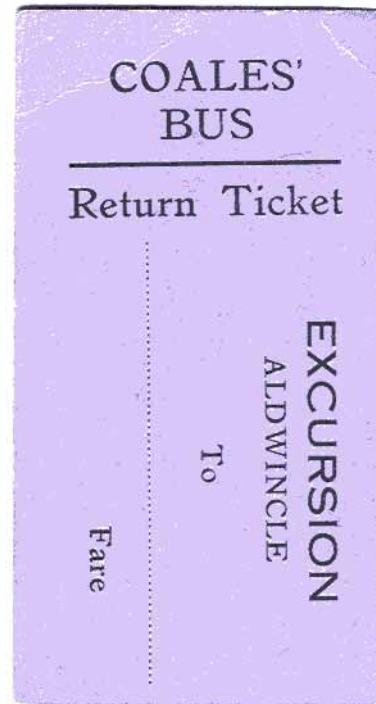
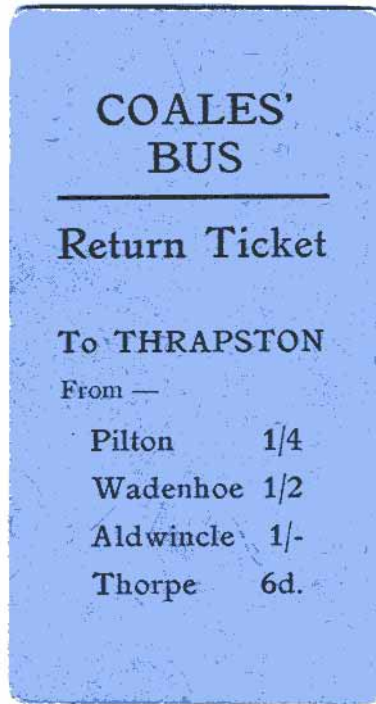
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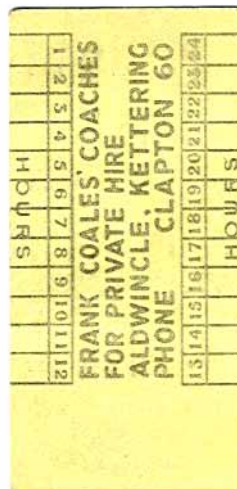
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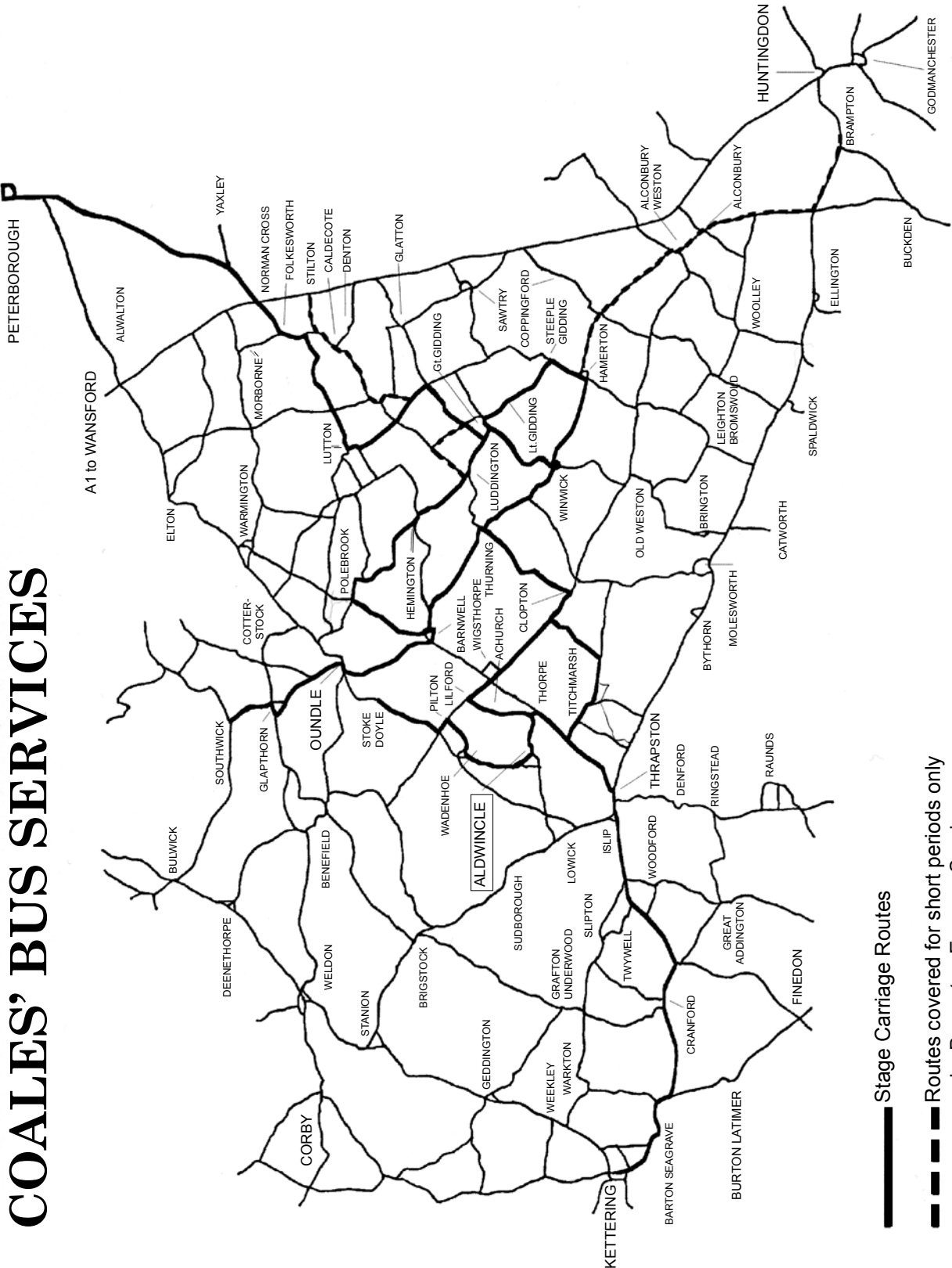


Facsimiles of three of Coales' tickets. Left - 0021 a 2/- return edmondson type; Centre a return for use on the service between Pilton and Thrapston and; Right, an excursion ticket from Aldwinckle.



Facsimiles of Frank Coales' Setright insert tickets. Left - a single; Centre and Right - returns - front and back.

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In April 1947 Messrs Grose Ltd of Northampton was able to supply Allan with a brand new Bedford OB with Duple coachwork seating twenty-nine passengers. This vehicle was registered DBD 933 in April 1947 and Bedford WTB NV 9994 was taken by Grose in part exchange. A year later Allan Coales was able to get hold of a T.S.M. coach which was bodied by Theale and seated thirty-two passengers. The vehicle was supplied by Messrs Wood Bros & Runham of Campbell Street, Northampton on 18th August 1948 when it was registered ENV 188. In all probability this T.S.M. replaced the Thornycroft that had been acquired from George Veasey a couple of years earlier.



Very little of the Duple bodied Bedford OB registered DBD 933 can be seen in this picture but nothing better is available. On the left is Allan Coales; centre is conductress Mrs F Mitchell and, right, is driver R Weatherill.



*The body on T.S.M. ENV 188 was built by Theale and supplied to Allan Coales in August 1948.
(Photo courtesy R Marshall)*

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Allan Coales applied to the Traffic Commissioners for yet another new licence in September 1948 and this time it was for a small group of Excursions and Tours from Great Gidding, Fox and Hounds. The application progressed through the Commissioners' system and was granted in January 1949 in time for that year's summer season. The Excursion and Tours licence held by Allan Coales for tours from Aldwinckle was quite limited in terms of choice of destination so, in November 1959, Allan applied for a number of new destinations which included Clacton, Felixstowe, London, Southend, Whipsnade Zoo and Gt Yarmouth. The application drew objections from the London Midland Railway, United Counties and Eastern Counties but despite this, the extra tours were granted in March 1950.

In the post-War period, horse racing at Brampton in Huntingdonshire increased in popularity and to meet public demand Allan Coales applied, in July 1949, for an express service licence from Aldwinckle Garage to Brampton Bus Park proceeding via Thorpe, Titchmarsh, Clapton, Thurning, Winwick, Great Gidding, Little Gidding, Steeple Gidding and Hamerton. The service operated only on the occasions on which Brampton Races were held and remained in operation for about twenty years. October 1949 saw Allan Coales applying to extend his Pilton to Kettering service to start from the next village north, which was Stoke Doyle. Although objected to by Eastern and United Counties, the route was granted with effect from 17th February 1950.

FRANK COALES
(J. ALLAN COALES, Proprietor)
MOTOR COACHES
ALDWINCLE
Nr. KETTERING
Northants.
Phone: CLAPTON 60

TIMETABLE
August, 1950, and until further notice.

Price 2d.

LUXURY COACHES
FOR
PRIVATE HIRE

WIND & SON, PRINTERS, DONALD.

Aldwinckle—Titchmarsh—Hamerton—

	a.m.	s.o.	w.o.
Aldwinckle	9 30	4 00	5 45
Thorpe	9 33	4 03	5 48
Titchmarsh	9 38	4 08	5 53
Bidwell	9 40	4 10	5 55
Clapton	9 45	4 15	6 00
Thurning	9 50	4 20	6 05
Winwick	9 55	4 25	6 10
Hamerton	1000	4 30	6 15
Steeple Gidding	1005	4 35	6 20
Little Gidding	1008	4 38	6 23
Great Gidding	1013	4 43	6 28
Lytton	1023	4 53	6 38
Washingley	1026	4 56	6 41
Folksworth	1030	5 00	6 45
Peterborough	1045	5 15	7 00

s.o.=Sats. only. w.o.=Weds. only.

No passenger shall be taken up at Thorpe for setting down at Peterborough. No passenger shall be taken up at Peterborough for setting down at Thorpe.

Great Gidding—Peterborough.

	p.m.	s.o.	w.o.
Peterborough (Bus Station)	2 45	9 30	1015
Peterborough (Emb.)	*1030
Folksworth	3 00	9 45	1050
Washingley	3 04	9 49	1054
Lutton	3 07	9 52	1057
Great Gidding	3 17	1002	1107
Little Gidding	3 22	1007	1112
Steeple Gidding	3 25	1010	1115
Hamerton	3 30	1015	1120
Winwick	3 35	1020	1125
Thurning	3 40	1025	1130
Clapton	3 45	1030	1135
Bidwell	3 50	1035	1140
Titchmarsh	3 52	1037	1142
Thorpe	3 57	1042	1147
Aldwinckle	4 00	1045	1150

* Awaits conclusion of 2nd performance, Embassy Theatre.

No passenger shall be taken up at or between Norman Cross and Peterborough for setting down at or between these points.

PRINTED PAPER

FRANK COALES MOTOR COACHES
(Proprietor: J. ALLAN COALES)
Aldwinckle,
Nr. Kettering,
Northants.

ONE
PENNY.

Above and following page - a facsimile of Frank Coales' timetable dated August 1950.

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marsh—Thrapston—Kettering

	TUESDAYS	*FRI.	**SATs.
Kettering	1208	3 08	3 09
Thrapston	1212	3 12	1023
Porters Lodge	1216	3 16	1030
Achurh	1221	3 21	1035
Thorp	1226	3 26	1040
Wadenhoe	1230	3 30	1044
Pilton X Roads	1234	3 34	1048
Stoke Doyle	1238	3 38	1052

c.—To await conclusion of Cinema performance.
On the 6.15 p.m. journey from Stoke Doyle to Thrapston no passenger shall be taken up at Thorpe for conveyance to Porters Lodge, Four Lodges or Thrapston, nor at Porters Lodge for conveyance to Thrapston, nor at Four Lodges for conveyance to Thrapston, nor at Thrapston.
On the 10.0 p.m. journey from Thrapston to Stoke Doyle no passenger shall be taken up at Thrapston for conveyance to Four Lodges, Porters Lodge or Thorpe, nor at Thrapston for conveyance to Four Lodges, nor at Four Lodges for conveyance to Thorpe.

Stoke Doyle—Achurh—Titch

	TUESDAYS	*FRI.	**SATs.
Stoke Doyle	9 20	1240	6 15
Pilton X Roads	9 24	1244	6 19
Wadenhoe	9 28	1248	6 23
Aldwincle	9 33	1253	6 28
Thorp	9 38	1258	6 33
Achurh	9 42	1 02	6 37
Porters Lodge	9 46	1 06	6 40
Thorp	9 51	1 11	6 45
Clapton Bridge	9 56	1 16	6 50
Six Cottages	10 01	1 21	6 55
Bidwell	10 06	1 26	7 00
Titchmarsh	10 11	1 31	7 05
Thrapston	10 16	1 36	7 10
Cranford	10 21	1 41	7 15
Kettering	10 26	1 46	7 20

*—No service on Christmas Day, Boxing Day or Good Friday, but on the occasion of Kettering Cattle Market being held.
**—No service on Christmas Day or Boxing Day.
†—No service on Christmas Day. Evening service only on Boxing Day.
On the 9.20 a.m. and 12.40 p.m. journeys from Stoke Doyle to Thrapston no passenger shall be taken up at Thorpe except for conveyance to Achurh, and no passenger shall be taken up after leaving Achurh.
On the 12.0 noon and 3.0 p.m. journeys from Thrapston to Stoke Doyle no passenger shall be set down before arrival at Achurh or Thorpe.

Thrapston. TUESDAYS ONLY.

	a.m.	p.m.
Thrapston	1015	3 15
Thorp	1025	3 25
Clapton	1035	3 35
Winwick	1045	3 45
Great Gidding	1055	3 55
Luddington	1105	4 05
Hemington	1115	4 15
Polebrook Aerodrome	1120	4 20
Barnwell	1125	4 25
Aldwincle	1130	4 30

Meals, etc., Arranged at Theatre Parties. No Charge for Booking Tickets.

Aldwincle—Polebrook—Great Gidding—

	a.m.	p.m.
Aldwincle	1015	3 15
Barnwell	1025	3 25
Polebrook	1035	3 35
Polebrook Aerodrome	1045	3 45
Hemington	1055	3 55
Luddington	1105	4 05
Great Gidding	1115	4 15
Thorp	1120	4 20
Thrapston	1125	4 25

Great Gidding—Brampton (Race Course).

	a.m.	p.m.
Brampton	1045	4 45
Hamerton	1050	5 05
Steeple Gidding	1105	5 10
Little Gidding	1115	5 13
Great Gidding	1120	5 18
Winwick	1126	5 24
Thurning	1132	5 30
Clapton	1137	5 35
Titchmarsh	1140	5 45
Thorp	1145	5 55
Aldwincle	1205	6 00

This service to be operated on the occasions of Brampton Races.

Express Service.] Aldwincle—Titchmarsh—

	a.m.	p.m.
Aldwincle	1045	3 15
Thorp	1050	3 24
Titchmarsh	1105	3 29
Clapton	1115	3 34
Thurning	1120	3 39
Winwick	1126	3 41
Great Gidding	1132	3 43
Little Gidding	1137	3 45
Steeple Gidding	1140	3 47
Hamerton	1145	3 50
Brampton	1205	4 00

No passenger to be picked up at Barnwell or Oundle for the purpose of being set down between those points.

—Oundle. THURSDAYS ONLY.

	a.m.	p.m.
Aldwincle	1 10	3 15
Thorp	1 13	3 24
Achurh	1 15	3 29
Lilford (Washpond Corner)	1 17	3 34
Four Lodges	1 19	3 39
Lilford (Washpond Corner)	1 21	3 41
Clapton Bridge	1 26	3 43
Thurning	1 31	3 45
Barnwell	1 36	3 47
Oundle	1 45	3 50

COALES. Frank - ALDWINCLE

In the post-War period, with the growth in his fleet size, Allan Coales found it necessary to increase the accommodation for garaging his coaches. Accordingly, in 1948, Allan bought a plot of land in Cross Lane, Aldwinckle for the sum of £100 and the local builder - G S Green - constructed a garage on the site which could accommodate seven coaches side by side.

For delivery in 1949 Allan Coales ordered a Foden coach from Messrs Grose Ltd and it came equipped with a Windover thirty-two seat body. It was registered ERP 786 on 1st May 1949 and a year later was joined in the fleet by another Gardner engined T.S.M. coach, again supplied by Messrs Wood Bros & Runham. This time a Dutfield body was fitted and the T.S.M. was registered FRP 312 on 4th May 1950. This latter coach, FRP 312, replaced the Leyland Cheetah JP 2188 acquired second-hand from Robin Hood Coaches in 1947.



Allan Coales' 1949 coach comprised a Foden chassis mounted with a thirty-two seat Windover body and carrying the registration ERP 786. It was certainly a most attractive coach and no doubt turned a few heads at the time.

COALES. Frank - ALDWINCLE



The best illustration that can be found of T.S.M. FRP 312 is shown above. This time a Dutfield body was supplied which, in the Author's opinion, was of a design more pleasing to the eye than that of the Theale body mounted on ENV 188.

In 1951 Allan Coales felt the time was right to form a limited company under which to operate his business and accordingly, on 27th April 1951, "Frank Coales (Aldwinckle) Ltd" (494839) was incorporated under the Companies Act of 1948. The Capital of the company was £5000 divided into 5000 Shares of £1 each and Allan Coales held 4000 Shares and his wife Gertrude held the remaining 1000.

The formation of the limited company Frank Coales (Aldwinckle) Ltd required road service licences to be granted in the name of the new company and at this time Allan Coales held seven licences, four of which were for the stage services Stoke Doyle - Kettering, Aldwinckle - Oundle, Aldwinckle - Thrapston and Aldwinckle - Peterborough; two were for Excursions and Tours - from Aldwinckle and from Great Gidding; and one was for an express service from Aldwinckle to Brampton. The new licences were applied for in June 1951 and granted in October and November 1951.

COALES. Frank - ALDWINCLE

In August 1951 Thistle Services (Benefield) Ltd applied to discontinue its Southwick - Wadenhoe stage service which ran on Thursday only. Frank Coales applied to take over the route which became Aldwinckle - Wadenhoe - Pilton - Stoke Doyle - Oundle - Glapthorn - Southwick and the required licence was subsequently granted and the service was operated for several years. The purpose of this service was to provide shopping facilities from Southwick and Glapthorn to Oundle and from Wadenhoe and Stoke Doyle to Oundle.

To increase its opportunities for profitable excursion operations, Frank Coales applied in February 1952 for two new tours licences, one from Woodford (Green) picking up at Twywell, Slipton, Islip, Great and Little Addington and the other from Sudborough (Vane Arms) picking up at Lowick, Islip, Aldwinckle, Slipton and Twywell. As might be anticipated, British Railways, United Counties, Eastern Counties and this time Eastern National, all objected to the proposals and Coales' applications were refused, the whole process taking until December 1952 to be concluded.

Throughout the 1950s Frank Coales' stage services gradually declined as more and more motor cars took their toll in the extremely rural areas covered by the Company's routes. In April 1952 the section of route between Aldwinckle and Gt.Gidding on the Aldwinckle - Thrapston service was withdrawn, leaving the Winwick - Thrapston section only, although eighteen months later the route was extended to start from Luddington. During the period in question a number of specific journeys were withdrawn leaving only minimal facilities on each route. Matters reached a climax in August 1955 when Frank Coales applied to withdraw the Aldwinckle - Peterborough and Aldwinckle - Southwick services in toto and to revise the routes of the Aldwinckle - Oundle service to cover a wider range of villages to, in part, replace the withdrawn routes. Following a public outcry the proposals were amended, fares increased and the Peterborough service continued.

The next vehicle that entered the fleet of Frank Coales (Aldwinckle) Ltd was a second-hand AEC Regal with thirty-three seat Burlingham body acquired in December 1953. The vehicle in question was GFU 662 which was new in May 1950 and had previously been operated by Fenwick of Old Bolingbroke. A brand new Albion Victor coach was bought through Albion Motors Ltd in 1954, fitted with a full-fronted Duple thirty-three seat coach body and registered JNV 398. The Albion witnessed the demise of Bedford OB - DBD 933.

June 1956 saw the delivery of a handsome A.E.C. Reliance coach equipped with Yeates Riviera forty-one seat bodywork. Yeates of Loughborough supplied the vehicle which was registered NNV 840, and this effectively replaced Tilling-Stevens ENV 188 and Foden ERP 786.

Frank Coales (Aldwinckle) Ltd was awarded contracts to convey personnel of Molesworth RAF Station from Aldwinckle, Oundle, Barnwell, Thorpe and Titchmarsh and from

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GFU 662 was a Burlingham bodied AEC Regal purchased second-hand by Allan Coales in December 1953. (Photo courtesy of R H G Simpson)



This unusual Duple bodied Albion Victor - JNV 398 - was supplied new to Allan Coales in 1954 and seated thirty-three passengers. (Photo courtesy of R H G Simpson)

COALES. Frank - ALDWINCLE



Yet another change of coachbuilder was chosen by Allan Coales for fitment to the AEC Reliance chassis specified for delivery in 1956. This time Messrs Yeates of Loughborough supplied one of their Riviera forty-one seat bodies for NNV 840. (Photo courtesy R Marshall)

Brigstock via Sudborough, Lowick, Islip, Thrapston and Bythorn on assisted travel schemes. Two coaches were deployed on the operation which started in January 1957 when the Traffic Commissioners granted the required licences. It looked as though the contracts would be short lived as the routes were withdrawn in May 1957 only to be replaced by an alternative Brigstock - Molesworth contract in July 1957 and this route continued for as long as Allan Coales remained in business.

The final vehicle purchased by Frank Coales (Aldwinckle) Ltd was a Plaxton Consort bodied Albion Aberdonian which was supplied by Albion in January 1959 when it took the registration number SBD 666 and replaced AEC Regal GFU 662.

It was unusual for stage carriage services to terminate in a public house yard as late as the 1960s but Frank Coales' Kettering service did so until May 1960 when application was made to transfer from the Angel Hotel, the entrance to which was in Dalkeith Place, to Rockingham Road bus stand.

By this time Allan Coales' fleet had reduced to just three vehicles, these being JNV 398, NNV 840 and SBD 666. In November 1961 the Albion JNV 398 was sold and the fleet thus reduced to two coaches. In less than two years Allan Coales decided to cease trading as a coach operator and

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Coales' final new coach was SBD 666, a Plaxton Consort bodied Albion Aberdonian of 1958 vintage which entered service in January 1959. This view shows the front offside of SBD666. (Photo courtesy Plaxton's)



Again SBD 666 but this time viewed from the rear nearside. (Photo courtesy Plaxton's)

COALES. Frank - ALDWINCLE



An interior view of the Plaxton Consort body carried by SBD 666. (Photo courtesy Plaxton's)

arrangements were made with Paul Gilbey of Shelton-Orsborn of Wollaston to take over the operations in May 1963. In fact the shareholding of Frank Coales (Aldwinckle) Ltd was acquired by the owners of Shelton-Orsborn who continued to operate the company, transferring the registered office to 165 London Road, Wollaston, until 31st December 1970 when Frank Coales (Aldwinckle) Ltd was finally dissolved.

The Author is grateful for information readily and enthusiastically provided by J Allan Coales who died in March 1999 aged 87 years.

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COALES. Frank - ALDWINCLE

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Official

Time Table
of
Stage Services

February 1960. (Until further notice)

Price Twopence

Aldwinckle Achurch Thrapston

	Tuesdays		p.m.		p.m.	
Aldwinckle	1.10	Thrapston	3.00			
Wadenhoe	1.15	Achurch	3.12			
Pilton -	1.18	Porters Lodge	3.14			
Porters Lodge	1.20	Pilton -	3.16			
Achurch	1.22	Wadenhoe	3.19			
Thrapston	1.34	Alwinckle	3.24			

Aldwinckle Winwick Peterboro'

	Weds.		Sats.	
	a.m.	p.m.	p.m.	p.m.
Aldwinckle	9.30	3.35	1.32	6.30
Thorpe -	9.33	3.32	1.35	6.27
Titchmarsh	9.38	3.27	1.40	6.22
Bidewell -	9.40	3.25	1.42	6.20
Clopton -	9.45	3.20	1.47	6.15
Thurning	9.50	3.15	1.52	6.10
Winwick -	9.55	3.10	1.57	6.05
Hamerton	10.00	3.05	2.02	6.00
St. Gidding	10.05	3.00	2.07	5.55
Lt. Gidding	10.08	2.57	2.10	5.52
Gt. Gidding	10.13	2.52	2.15	5.47
Lutton -	10.23	2.42	2.25	5.37
Washingley	10.26	2.39	2.28	5.34
Folksworth	10.30	2.35	2.32	5.30
Peterboro'	10.45	2.20	2.47	5.15

Read Up Read Up

Aldwinckle Thurning Oundle

	Thursdays		p.m.		p.m.	
Aldwinckle	1.07	Oundle -	3.06			
Wadenhoe	1.12	Barnwell	3.15			
Pilton -	1.15	Thurning	3.20			
Lilford -	1.17	Clopton -	3.25			
Four Lodges	1.19	Clopton Bdg.	3.30			
Clopton Bdg.	1.21	Four Lodges	3.32			
Clopton -	1.26	Lilford -	3.34			
Thurning	1.31	Pilton -	3.36			
Barnwell	1.36	Wadenhoe	3.39			
Oundle -	1.45	Aldwinckle	3.44			

Aldwinckle Thrapston Kettering

	Fridays		a.m.		p.m.	
Aldwinckle	9.47	Kettering	2.30			
Wadenhoe	9.52	Cranford	2.39			
Pilton -	9.55	Thrapston	2.51			
Porters Lodge	9.57	Titchmarsh	3.01			
Achurch	9.59	Thorpe -	3.09			
Thorpe -	10.01	Achurch	3.11			
Titchmarsh	10.09	Porters Lodge	3.13			
Thrapston	10.19	Pilton -	3.15			
Cranford	10.31	Wadenhoe	3.18			
Kettering	10.40	Aldwinckle	3.23			

No service Good-Friday; but on the day before, or when the cattle market is held.

No services Christmas Day or Boxing Day

A facsimile of a Frank Coales (Aldwinckle) Ltd timetable card dated February 1960.

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COALES, Frank - Aldwinckle

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	BD 7478	Ford	T	7398137		6		3/23	-	11/24?			1
	BD 7645	Ford	T	7400119	1. ---?--- 2. Spite	Van/7 B7R		4/23 4/26	11/24? -	4/26 c6/26	Captain R Henderson, Boughton Park, Northants	No subsequent owner Destroyed by fire	
	RP 2950	Chevrolet	2K	71036		B14D		6/26	-	4/28	Supplied Robinson, Kettering	Victoria Park Gar., Leicester	2
	RP 5825	Overland		5930		B14F		4/28	-	12/28	Suppl'd Victoria P Gar., Leics	Victoria Park Gar., Leics?	3
	RP 6665	G.M.C.		197343	Strachan	C14F		12/28	-	2/29	Suppl'd Victoria P Gar., Leics?	Victoria Park Gar., Leics/ Cleaver, Leicester	4
	RY 6495	Chevrolet	LO	40293	Grose	B12F		4/28	2/29	9/30	Suppl'd Victoria P Gar., Leics? /Cleaver, Leicester	Grose Ltd., Northampton? Phillips, Long Buckby	
	RP 9461	Chevrolet	U	68518	Thurgood	B14F	352	9/30	-	9/33	Supplied Grose Ltd., Npton	Grose Ltd., Northampton	5
	NV 2923	Commer	Centaur	46248	Grose	B20F		9/33	-	3/35	Supplied Grose Ltd., Npton	Grose Ltd., Northampton	6
	NV 5109	Dennis	Ace	200333N116	Grose	B20F		3/35	-	10/37	Supplied Grose Ltd., N'pton	Grose Ltd., Northampton /Bailey, Turvey	
	NV 9994	Bedford	WTB	111822	Grose	C20F (to C25F - 11/40)		10/37	-	4/47	Supplied Grose Ltd., N'pton	Grose Ltd., Northampton	7
	?	Leyland	Cub			B24F		?	-/46	-/49?	Robin Hood, Nottingham	Measham Auctions	8
	?	Thornycroft				B14		?	1/47	c9/48	G E Veazey, Gt.Gidding		
	JP 2188	Leyland	LZ2 Cheetah Regal	13459	Leyland	B35R		4/37	2/47	5/50	Robin Hood, Nottingham	Measham Auctions	9
	DY 9340	A.E.C.		6621800	Harrington	C32F		-/35	2/47	-/54	Robin Hood, Nottingham		
	DBD 933	Bedford	OB	41952	Duple Vista	C29F	43484	4/47	-	3/54	Supplied Grose Ltd., N'pton	/Cutler, Radcliffe-on-Trent C Gresswell, Billingborough	
	ENV 188	T.S.M.	K6LA7	9284	Theale	C32F (to C33F)		8/48	-	by 11/56	Suppl'd Wood Bros & Runham Northampton.	T G Dilks, Desborough/ Cooper, Rothwell	10
	ERP 786	Foden	PVSC6	28748	Windover	C32F	7009	5/49	-	by -/56	Supplied Grose Ltd., N'pton		11
	FRP 312	T.S.M.	K6MA7	9584	Dutfield	C33F		5/50	-	by 4/57	Suppl'd Wood Bros & Runham Northampton	/Prospect, High Etherley	11
	GFU 662	A.E.C.	Regal III	9621A1183	Burlingham	C33F	3492	5/50	12/53	12/58	/A Fenwick, Old Bolingbroke	/Bere Regis & District	
	JNV 398	Albion	Victor FT39AN	73719E	Duple	FC33F		-/54	-	11/61	Supplied Albion Motors	/Sherratt, Corby	
	NNV 840	A.E.C.	Reliance	MU3RV1017	Yeates Riviera	C41C	550	6/56	-	5/63	Supplied Yeates, Loughboro'	Shelton-Orsborn, Wollaston /Bland, Cottesmore	12
	SBD 666	Albion	Aberdonian MR11L	82508H	Plaxton Consort IV	C41F	582392	1/59	-	5/63	Supplied Albion Motors	Shelton-Orsborn, Wollaston /Bedale, Walsall	13

Notes: 1 - Last licensed to F Fairey, Denford 9/30.
2 - Last licensed to W J Curtis, Iowick 6/36
3 - Last licensed as a goods vehicle to H Pentelow, Kettering 9/33
4 - Last licensed to H Cleaver, Leicester 9/35
5 - Last licensed to W J Field, Daventry 9/36

6 - Last licensed to J G Nicholson, Kirkwall 12/50
7 - Last licensed to J P Kemble, Barnstaple 12/53
8 - Could be ANN504 Leyland Cub KP2 - 2801 - Brush - B24F - 4/34
9 - Original Santus body replaced by a Leyland body 7/46
10 - Fitted with Gardner 6LW engine

11 - Fitted with Gardner 6LW engine
12 - Displayed at Earls Court Motor Show, November 1955
13 - Fitted with Leyland engine. Displayed at Earls Court Show 11/58.