

# Bygone Buses

of  
NORTHAMPTONSHIRE

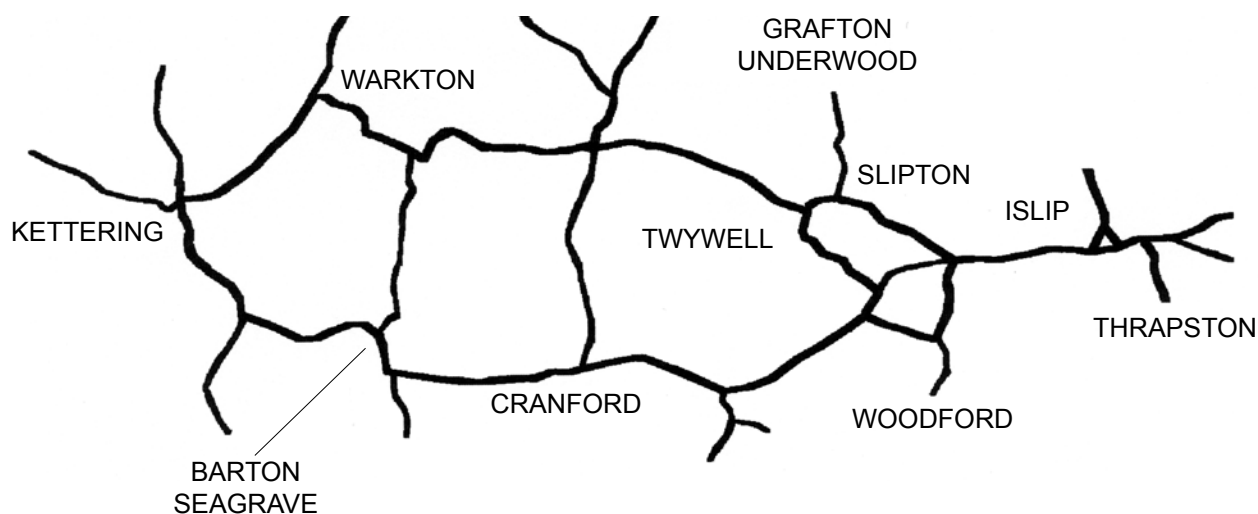
NN-GA3

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## GATES. Frederick William & Arthur Benjamin Pleasant Row ISLIP

Comparatively little has been unearthed with regard to this operator but it is known that Frederick Gates ran the Wharf Motor Works at Thrapston and was operating a second-hand Wolseley lorry registered LC 2739 by July 1915. He apparently started running buses in the early 1920s by which time he had acquired a used Fiat van registered BD 3848 which appears to have been transferred to him on or by 24th February 1922. This vehicle had previously been used for the carriage of passengers and goods by Messrs Gossage & Stephenson of Burton Latimer (NN-GO3) and Frederick Gates similarly used it as a dual-purpose vehicle. On 10th December 1923 Gates bought a second Fiat which also had a van body and was registered BD 8546. Seats were fitted within this van and the two Fiats were used by Gates to provide a bus service from Thrapston via Islip, Woodford, Twywell and Warkton to Kettering.

Freddie Gates had a son named Arthur who was also engaged in the business and it is said that at some stage during its life one of the Fiats was fitted with a Dennis radiator!



*Main route operated by F Gates & Son: Thrapston - Islip - Woodford -  
Twywell - Warkton - Kettering.*

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Forestyn" 101 Broadway East, Northampton NN3 2PP, who would be pleased to be advised of any additional information relating to the above operator. The records of the PSV Circle and the Omnibus Society have been consulted extensively for this series and acknowledgement and thanks are due to these organisations.

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## GATES. Frederick & Son - ISLIP

Apparently it was a trait of this firm to mix and match bits and pieces from different buses to form workable whole units. At an unknown date Frederick Gates acquired a Garford bus but no details of it have been discovered.

In July 1927 Gates replaced Fiat BD 3848 with a second-hand W & G DuCros twenty-seater bus which had started life in 1924 with W R Evans of Audley. This was registered E 8754 and fortunately it had its photograph taken in September 1927.



*This mirror image shows W&G - E 8754 - passing through floods at Warkton in September 1927. (Photo courtesy Kettering Leader)*

In addition to carrying passengers, Gates & Son continued to carry freight and were described as "Haulage Contractors" in January 1928. According to Goss Bros' Thrapston Train and Omnibus timetable for November 1928, Freddie Gates and Son were operating a Tuesday Thrapston Market Day circular service from Thrapston via Islip, Slipton and Twywell back to Thrapston and a Friday, Saturday and Sunday service from Thrapston to Kettering. Shortly after this timetable was issued Gates & Son were in effect run off the road by Messrs Bagshaw & Sons of Kettering who, at the beginning of June 1929, advised Kettering U.D.C. that they had taken over Gates' service.

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GATES. Frederick & Son - ISLIP

| F. Gates & Son. |       |       |        |      |          |       |           |       |       | THRAPSTON,           |       |       |       |       |       |       |       |       |       |
|-----------------|-------|-------|--------|------|----------|-------|-----------|-------|-------|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                 |       |       |        |      | Tuesdays |       |           |       |       |                      |       |       |       |       |       |       |       |       |       |
| THRAPSTON       | d     | 1130  | .....  | 130  | .....    | 3 0   | .....     | 4 0   | ..... | .....                | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Blpton          | ..... | 1145  | .....  | 145  | .....    | 315   | .....     | 415   | ..... | .....                | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Twywell         | ..... | 1150  | .....  | 150  | .....    | 320   | .....     | 420   | ..... | .....                | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| THRAPSTON       | a     | 17 0  | .....  | 2 0  | .....    | 330   | .....     | 430   | ..... | .....                | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
|                 |       |       |        |      |          |       |           |       |       | Sundays.             |       |       |       |       |       |       |       |       |       |
| THRAPSTON       | d     | 130   | 445    | 730  | 9 0      | ..... | KETTERING | d     | 220   | 540                  | 840   | 10 0  | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Woodford        | ..... | 140   | 455    | 740  | 9 15     | ..... | Twywell   | ..... | 245   | 6 5                  | 910   | 1025  | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Twywell         | ..... | 150   | 5 1750 | 9 20 | .....    | ..... | Woodford  | ..... | 255   | 615                  | 920   | 1035  | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| KETTERING       | a     | 220   | 535    | 820  | 9 50     | ..... | THRAPSTON | a     | 3 5   | 625                  | 930   | 1045  | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
|                 |       |       |        |      |          |       |           |       |       | Twywell & Kettering. |       |       |       |       |       |       |       |       |       |
|                 |       |       |        |      | Fridays. |       |           |       |       | Saturdays            |       |       |       |       |       |       |       |       |       |
| THRAPSTON       | d     | 10 0  | 1215   | 2 05 | 0/40     | ..... | .....     | 1240  | 1 15  | 4 0                  | 440   | 550   | 8 0   | 9 30  | ..... | ..... | ..... | ..... | ..... |
| Woodford        | ..... | 1010  | 1225   | 210  | 510      | 650   | .....     | 1250  | 1 25  | 410                  | 450   | 6 0   | 710   | ..... | ..... | ..... | ..... | ..... | ..... |
| Twywell         | ..... | 1020  | 1235   | 220  | 520      | 7 0   | .....     | 1 0   | 1 35  | 420                  | 5 0   | 610   | 720   | ..... | ..... | ..... | ..... | ..... | ..... |
| KETTERING       | a     | 1055  | 1 52   | 250  | 545      | 725   | .....     | 1 20  | 2 5   | 450                  | 535   | 640   | 750   | 820   | ..... | ..... | ..... | ..... | ..... |
| KETTERING       | d     | 11 0  | 1 15   | 4 0  | 545      | 725   | .....     | 2 0   | 315   | 450                  | 550   | 7 0   | 845   | 9 0   | 1030  | ..... | ..... | ..... | ..... |
| Twywell         | ..... | 1130  | 1 50   | 430  | 615      | 855   | .....     | 225   | 340   | 515                  | 625   | 725   | 810   | 935   | 1055  | ..... | ..... | ..... | ..... |
| Woodford        | ..... | ..... | 140    | 625  | 9 5      | ..... | .....     | 235   | 350   | 525                  | 635   | 735   | 820   | 9 35  | 11 0  | ..... | ..... | ..... | ..... |
| THRAPSTON       | a     | 1140  | 2 0    | 450  | 635      | 915   | .....     | 245   | 4 0   | 535                  | 645   | 745   | 830   | 955   | 1115  | ..... | ..... | ..... | ..... |

Facsimile of F Gates & Son's timetable for November 1928.

### Rolling Stock

| REGN. NO. | CHASSIS  |         |     | BODY |             |     | DATES |        |      | PREVIOUS OWNER                  | INITIAL DISPOSAL | NOTES |
|-----------|----------|---------|-----|------|-------------|-----|-------|--------|------|---------------------------------|------------------|-------|
|           | MAKE     | TYPE    | NO. | MAKE | TYPE/ SEATS | NO. | NEW   | S/H    | W/D  |                                 |                  |       |
| LC 2739   | Wolseley |         |     |      | Lorry       |     | 9/05  | 7/15   | ? ?  | ?                               |                  |       |
| BD 3848   | Fiat     | 18.B.L. |     |      | Van/ Bus    |     | 10/19 | by2/22 | 7/27 | Gossage & Stephenson, Burton L. | No further owner |       |
| BD 8546   | Fiat     | 18.B.L. |     |      | Van/ Bus    |     | 12/23 | —      | -/29 | —                               | No further owner |       |
| ?         | Garford  |         |     |      | B           |     | ?     | c-/25  | -/29 | ?                               | ?                |       |
| E 8754    | W & G    |         |     |      | B20         |     | 1/24  | 7/27   | -/29 | W R Evans, Audley               | ?                |       |

NOTES: 1 - BD 8546 last owner Arthur Benjamin Gates, Islip and last licensed as a goods vehicle 6/30.