

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-WE6

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## WELTON, John (Jack) Primrose Cottage, MAIDFORD

John Welton senior, father of the John Welton featuring in this paper, was a military man who transferred from 16th Lancers to the 1st Northamptonshire Yeomanry in the latter part of the nineteenth century. He was injured during a campaign in France and, on being invalided out of the Army, began farming at Maidford. His son John, always known as Jack, was born on 23rd November 1900 and as a lad joined the Boys Brigade in which he was a bugler. He is alleged to have run away at the age of fourteen to join the Yeomanry and three years later transferred to the 4th/7th Dragoon Guards, serving on the front in France during the First World War before being sent to a base at Rouen.

Following demobilisation at the end of the War, Jack Welton returned to Northamptonshire to work on his father's farm at Maidford until he could afford to purchase a horse and cart to set up a coal delivery business. In addition to coal he carted bricks, timber, furniture and anything else that required moving. Local Authorities advertised contracts for the delivery of loads of stone to sites at intervals along the highways, ready for the Councils' gangs to use to repair the roads. Jack Welton won a number of contracts of this type from the Northants County Council.

Evidently Jack Welton's business was successful and he managed to accumulate sufficient funds to be able to order a one-ton Ford T truck from Messrs Henry Oliver Ltd of Northampton on 6th April 1925. Two Days later the Ford, registered RP 801, was ready for collection at a price of £132. Jack Welton continued his carriers business as before but at weekends clamped a box body behind the driver's cab and fitted longitudinal seats for twelve passengers. The Ford was painted grey in its entirety and named "The Grey Lady". It frequently ventured to the British Empire Exhibition at Wembley during 1925.

On 1st April 1927 Jack Welton purchased a fourteen-seater REO Sprinter bus registered RP 3793 from Messrs Allchin & Son of Northampton, with a view to commencing a regular bus service between Maidford and Northampton. He applied to Northampton Borough Council Watch Committee for a Hackney Carriage licence to enable him to ply for hire from George Row in the centre of Northampton but it appears

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.

### WELTON, Jack - MAIDFORD

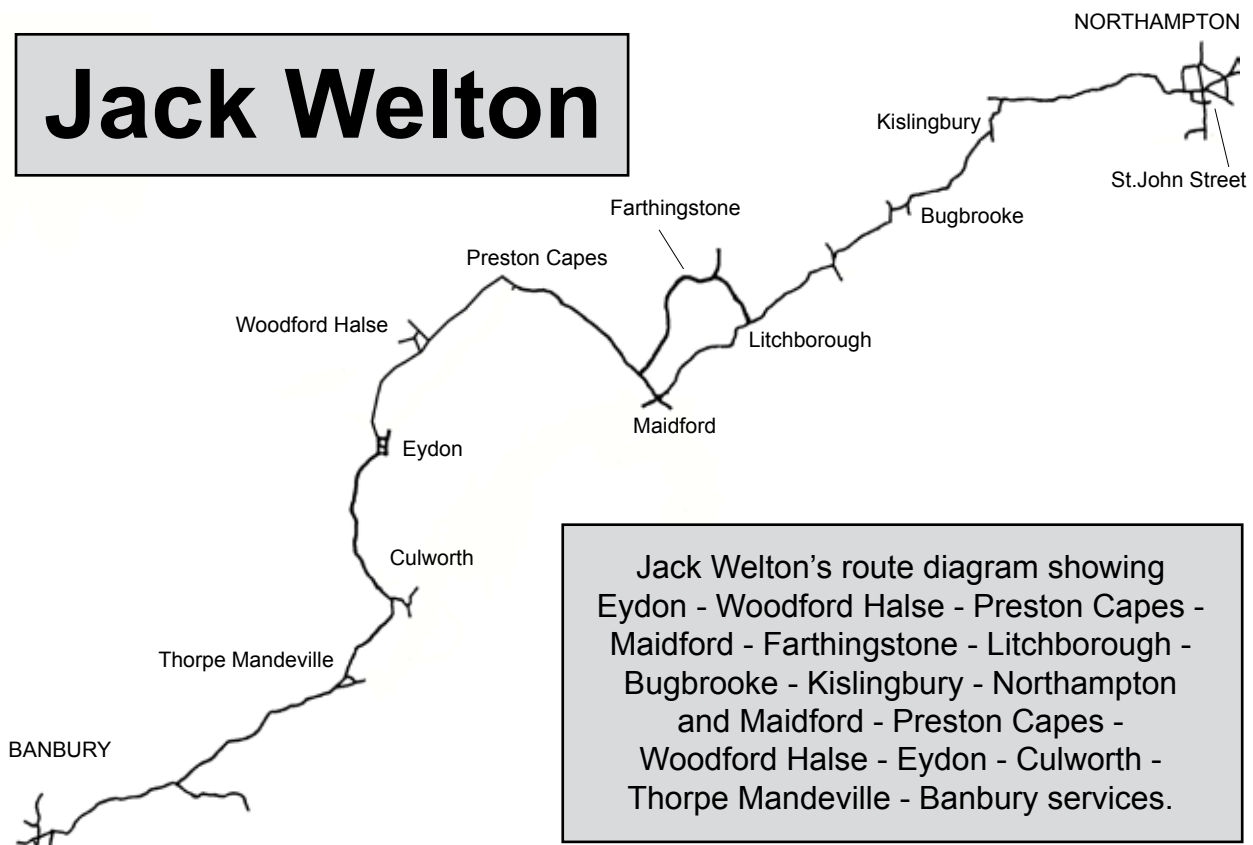
that no suitable stand was available and an alternative was found at St. John Street with effect from 16th May 1927. Thus it was at this time that Jack Welton inaugurated his service from Maidford via Farthingstone, Litchborough, Bugbrooke and Kislingbury to Northampton on Wednesdays, Saturdays and Sundays. The route was later extended westwards to include Preston Capes, Woodford Halse and Eydon, the latter two places on Saturdays only. It has to be remembered that Kingston Bros of Blakesley were also operating direct between Maidford and Litchborough to Northampton so Welton's diversion via Farthingstone was the only new section of route covered.

On 27th March 1928 Jack Welton traded in his fourteen-seat REO to Messrs Allchin & Son in part exchange for a twenty-seat REO Sprinter. The new larger model was registered RP 5662 at this time. Unfortunately no photographs of any of Jack Welton's buses have come to light.

Incidentally, Jack Welton lived at Primrose Cottage, Maidford where he had a wooden garage built alongside his house to accommodate his vehicles. His first wife acted as conductress on the local bus services.

At an unknown date Jack Welton commenced a Thursday Market Day service between Maidford and Banbury via Preston Capes, Woodford Halse, Eydon, Culworth and Thorpe Mandeville.

## Jack Welton



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### WELTON, Jack - MAIDFORD

All the Hackney Carriage Licences granted to Jack Welton by Northampton Borough Council were for stands in St. John Street with the exception of one, in July 1929, which was for Cattle Market Road. Whether or not the local service terminal in fact changed to Cattle Market Road for a short period is not known, but the stand in St. John Street was reinstated in 1930.

Towards the end of 1930 Jack Welton decided to upgrade his rolling stock by replacing his REO Sprinter with a Gilford 168OT fitted with a thirty-two seat Duple coach body. This vehicle was supplied by friends and competitors Kingston Bros of Blakesley on 29th November 1930 when the coach was registered RP 9593.

Following the introduction of the 1930 Road Traffic Act, Jack Welton applied in November 1931 to the Traffic Commissioners for licences for his two stage-carriage services and these were granted straight away. He also applied for an Excursions and Tours licence from Maidford but this application was withdrawn.

Six months later Jack Welton and the two Kingston Brothers decided to pool their resources by forming a partnership on 1st June 1932 trading as KW Services (Kingston & Welton). The history of this enterprise can be found in paper NN-KW1.

### WELTON'S BUS SERVICE

For MAIDFORD, PRESTON CAPES, FARTHINGSTONE, EYDON, AND LICHBOROUGH.

Bus Stand—St. John Street. On Thursdays, Bus leaves MAIDFORD for BANBURY at 9.30 a.m. Friday—Carrying Lorry at Ford Garage.

Depart	WEDNESDAYS.			SATURDAYS.				SUNDAYS.		
	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
PRESTON CAPES .....	9 15	1 0	5 40	9 15	1 0	3 40	8 5	1 0	8 5	
MAIDFORD .....	9 25	1 10	5 45	9 25	1 10	4 0	8 10	1 10	8 10	
FARTHINGSTONE .....	9 35	1 15	5 35	9 35	1 15	4 5	8 20	1 15	8 20	
LICHBOROUGH .....	9 40	1 20	6 0	9 40	1 20	4 10	8 25	1 20	8 25	

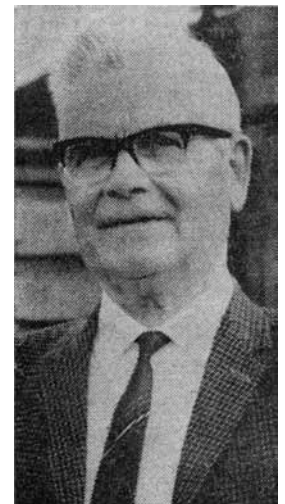
Leave NORTHAMPTON—

WEDNESDAYS—11.30 a.m., 4 p.m., 7 p.m.

SATURDAYS—11 a.m., 2.45, 6.30, 9.30 p.m. Leave EYDON—12.40 and 7.45 p.m.

SUNDAYS—2.45 and 9 p.m.

*Jack Welton's timetable December 1930.*



Jack Welton

### Rolling Stock

REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
RP 801	Ford	T	10637228	?	Lorry/Bus 12R	-	4/25	-	?	Supplied by Henry Oliver Ltd., Northampton		1
RP 3793	REO	Sprinter	140718	?	B14F		4/27	-	3/28	Supplied by Allchin & Son, Northampton		2
RP 5662	REO	Sprinter	FAX5032	?	B20F		3/28	-	11/30	Supplied by Allchin & Son, Northampton		3
RP 9593	Gilford	168OT	11657	Duple	C32F		11/30	-	6/32	Supplied by Kingston Bros., Blakesley	KW Services, Blakesley	

NOTES:- 1 - Named "The Grey Lady".

2 - Last owner H Bolton, Coventry - 6/30.

3 - Last owner R S Gaddes, Hook Norton