

Bygone Buses

of
NORTHAMPTONSHIRE

NN-WH2

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WHITE. Charles William 4 Field Street, later 180 Mill Road KETTERING

The Author has discovered very little about Charles William White as a person but he was quite active in operating buses and coaches in the Kettering district during the 1920s.

Charles White's name first comes to the fore in May 1922 when he purchased a fourteen seater Ford T bus which took the registration number BD 6509. At this time White was residing at 4 Field Street, Kettering but within a couple of years had moved to 180 Mill Road. As far as it can be ascertained Charles White garaged his vehicles, first at the Avenue Hotel in Russell Street and, later, at Commercial Garage, Cromwell Road. Whether White ran this latter garage is also unknown.

Initially Charles White seems to have confined his operations to private hires and it is probable that his bus was only a part of his business activities. It was not until about 1926 that Charles White became a serious player in the Kettering bus and tours operating fields, from which time onwards he became a prolific advertiser of his excursions run under the 'White Safety Saloons' title, with his vehicles painted, almost needless to say, in a white livery.

WHITE SAFETY SALOONS
WILL RUN A
LONG COUNTRY TRIP
TO-MORROW (THURSDAY), JULY 15th.
Fare 2s.
Leave Rockingham-road Stand, 6 p.m.

WHITE SAFETY SALOONS
SUNDAY NEXT (15th JULY).
HUNSTANTON,
Via Sandringham.
8 Hours by the Sea.
From Dalkeith Place 7 a.m. Fare 9/-
Central Booking Office: Bob Smith, Hairdresser, Montagu-street, Kettering.

WHITE SAFETY SALOONS.
WHITSUN HOLIDAY TOURS.
SUNDAY, JUNE 20th:—
SKEGNESS
7 a.m. 8/-
MONDAY:—
YARMOUTH
6 a.m. 12/-
TUESDAY:—
LONDON,
8 a.m. 7/6. Leave Oxford Circus 11 p.m.
WEDNESDAY:—
LEICESTER.
1.30 p.m. 3/-. Leave Leicester 10.30 p.m.
All Trips start from Rockingham-road, Kettering. Book at Bob Smith's, Hairdresser, Montagu-street.
THRAPSTON.—Full particulars, prices, and to book, at Messrs. Heighton's Garage.

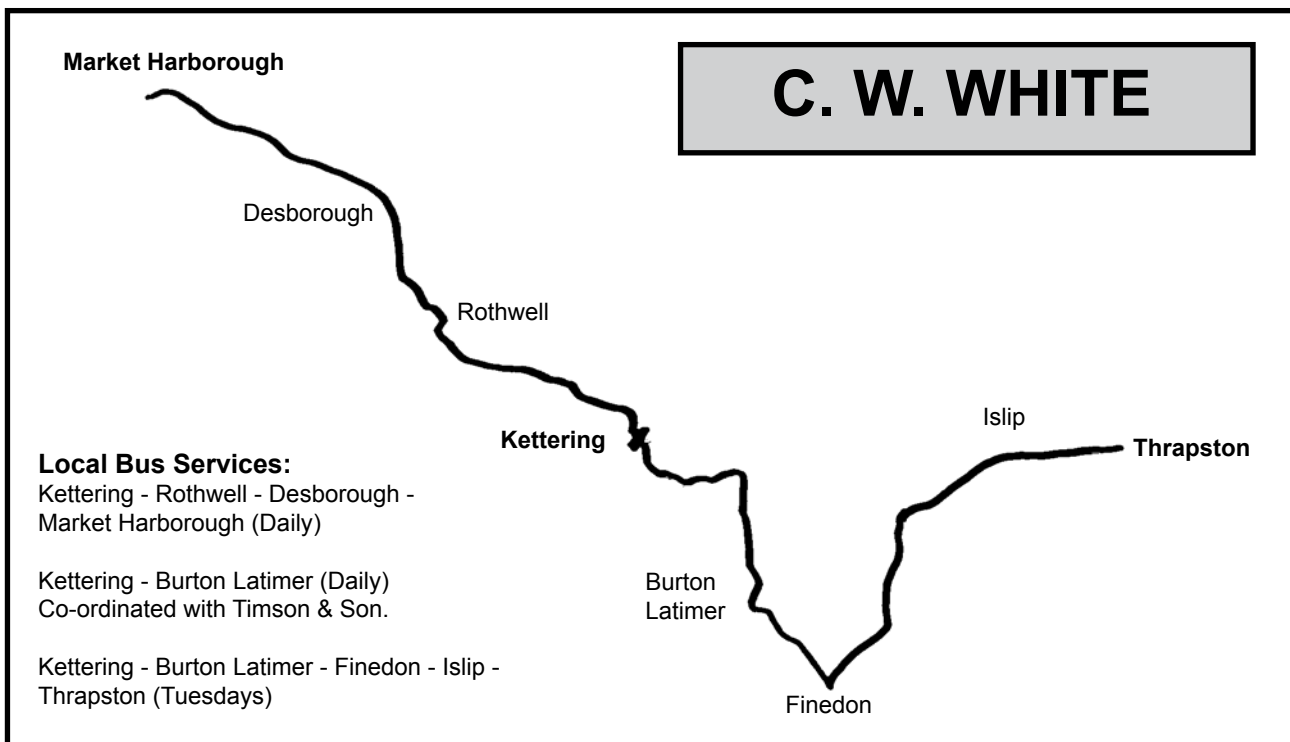
Three of Charles White's advertisements appearing in the Kettering Evening Telegraph in 1926, 1928 and 1930 respectively. All were pretty basic and showed little advertising flair.

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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As well as running excursions and operating private hires, Charles White provided local bus services. One route was from Kettering via Rothwell and Desborough to Market Harborough and this was certainly running by July 1926 and is particularly noted for carrying young ladies to work in the corset factory of R & W H Symington of Market Harborough. Also on the occasions of Rothwell Fair additional timings were operated.

Charles White additionally provided a bus service between Kettering and Burton Latimer and in September 1927 the Streets, Buildings & Sanitary Committee of Kettering Urban District Council was recommending an amalgamated timetable on the above route, as submitted by Messrs Timson of Burton Latimer and Charles White, be approved.



As far as rolling stock is concerned, mention has already been made of Charles White's first Ford T bus. In March 1924 a new Lancia Z-type bus registered BD 8932 was supplied by Kettering dealer Taylor & Son and this seated twenty passengers. Thereafter Charles White turned to Allchin & Son of Northampton to supply REO Pullman coaches in February 1926 and June 1928 respectively, these acquiring the registration marks RP 2126 and RP 6123. If this operator owned other vehicles, details are at present unrecorded.

After 1930 things went downhill fast for Charles White and by February 1931 he was bankrupt and his business was in the hands of a Receiver. In March 1931 the Receiver offered the operation to United Counties, at which time the Kettering to Burton Latimer and Market Harborough services were running daily and a market day service from Kettering to Thrapston was also a feature of White's business. United Counties offered

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£50 for the Goodwill of the services provided White entered into a restrictive agreement regarding the operation of buses in the Company's area. By April 1931 United Counties' Directors reported that the purchase was not being proceeded with but evidently negotiations with Frosts' (Motors) Ltd of Kettering were more fruitful. On 2nd May 1931 Frosts' announced they had acquired the business of White's Safety Coaches, as shown in the Evening Telegraph advertisement below.

**AN ANNOUNCEMENT
THAT**

FROSTS
MOTORS, LIMITED

HAVE ACQUIRED THE BUSINESS OF

WHITE'S SAFETY COACHES

These de luxe coaches are available for all classes of private hire. Booking Office, Warren & Co., Dalkeith Place, Kettering. Head Office: Hallwood Road, Kettering. 'Phone 857.

**COUNTRY TRIP, TO-MORROW (SUNDAY),
BEDFORD via PAVENHAM,**

Leave Rockingham Road Stand, 5.30 p.m. Fare 2/6.

The announcement by Frosts' (Motors) Ltd of their acquisition of White's Safety Coaches. Perhaps it is being pedantic, but Safety 'Saloons' rather than 'Coaches' was the title always used by Charles White.

Frosts' certainly took on board the two REO Pullman coaches being operated by Charles White and registered RP 2126 and RP 6123. They probably also ran those timings on the Kettering to Burton Latimer and Thrapston routes that were of value to them and Frosts' applied for a new Kettering to Market Harborough licence, which service doubtlessly owed its origins to White's operations.

That, one would imagine, would be the last one would hear of Charles White - but not quite!

All the evidence suggests that Charles White immediately teamed up with a John G Fovargue of Grampian House, Bayes Street, Kettering, who appears to have been connected with an outfit named 'Coachways' or 'Coach-Ways' (Organisers), of Horsemarket, Kettering. Just two or three weeks after having sold the business to Frosts', White and Fovargue were trading as 'White Safety Coaches (regd.)' and advertising excursions and tours as previously. On 10th June 1931 the advertisement appearing on the next page was displayed in the Kettering Evening Telegraph.

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WHITE SAFETY COACHES.

(REGD.)

New Luxury Vehicles for Private Hire, Tours, and Every Description of Coaching Journey, at Competitive Charges.

Please Address your Enquiries to:

CHARLES W. WHITE (Manager), 180, MILL-ROAD, KETTERING.
J. G. FOVARGUE (Secretary), "GRAMPIAN HOUSE," BAYES STREET,
KETTERING.

YARMOUTH WEEKLY SERVICE COMMENCES JULY 1931.
Book Early.

No Connection With Any Other Firm.

The reincarnated 'White Safety Coaches' reveals in this advertisement that Charles White was now the Manager and John Fovargue the Secretary, and the firm had no connection with any other.

As previously recorded, White's two REO coaches passed to Frosts' (Motors) Ltd. The above advertisement points to "New Luxury Vehicles for Private Hire, Tours etc." but what these were is unknown, but they presumably existed as excursions continued to be advertised until as least June 1931.

The provisions of the Road Traffic Act, 1930 came into force in April 1931 as far as bus operations were concerned. Amongst many other things, this meant that operators had to apply to the Traffic Commissioners for Road Service Licences to operate tours and excursions. Presumably, as Charles White had been declared bankrupt, he was not considered to be a fit person to apply to the Commissioners for operating licences, which meant that the name of John G Fovargue was used to fulfil legal requirements.

Fovargue submitted an application in June 1931 to the Traffic Commissioners for what was strangely described as "a group of Stage Carriages between Market Harborough and Great Yarmouth via Desborough, Rothwell, Kettering, Burton Latimer, Finedon, Thrapston, Huntingdon, Cambridge, Newmarket, Thetford and Norwich", to run on Saturdays only between 11th July and 19th September 1931. 'A group' was a term normally applied only to excursions and tours, and the service proposed was clearly an 'express carriage' as opposed to a 'stage carriage'. Be that as it may, the Traffic Commissioners refused to grant a licence.

In August 1931 John Fovargue placed a second application before the Traffic Commissioners, this time 'to continue to run a group of Excursions & Tours previously operated by them starting from Rockingham Road, Kettering'. Eighteen destinations were specified but, like the previous application, was refused by the Traffic Commissioners.

Without Road Service Licences there could be no operations and that was the end of the collaboration between John Fovargue and Charles White. After this Charles White drove for R L Orsborn & Son of Kettering for a period.

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Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Notes
							New	S/H	W/D			
BD 6509	Ford	T	5413952	?	B14	?	5/22	—	1/25	—	No further owner	
BD 8932	Lancia	Z	3968	?	B20	?	3/24	—	4/31?	Supp Taylor & Son, Kettering		1
RP 2126	REO	Pullman	W1818	?	C26?	?	2/26	—	4/31	Supp Allchin & Son, Northampton	Frosts' (Motors) Ltd, Kettering	
RP 6123	REO	Pullman	GB372	?	C26	?	6/28	—	4/31	Supp Allchin & Son, Northampton	Frosts' (Motors) Ltd, Kettering	
?	?	?	?	?	?	?	?	by5/31	-/31	?	?	
?	?	?	?	?	?	?	?	by5/31	-/31	?	?	

Notes: 1 - BD 8932 last owned by Wilson & Hughes, Bridlington and last licensed 12/36.