

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-AL3

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**ALLCHIN. Alfred & Alfred William  
t/a Allchin's Luxury Coachways  
194-200 Kingsthorpe Grove,  
NORTHAMPTON**

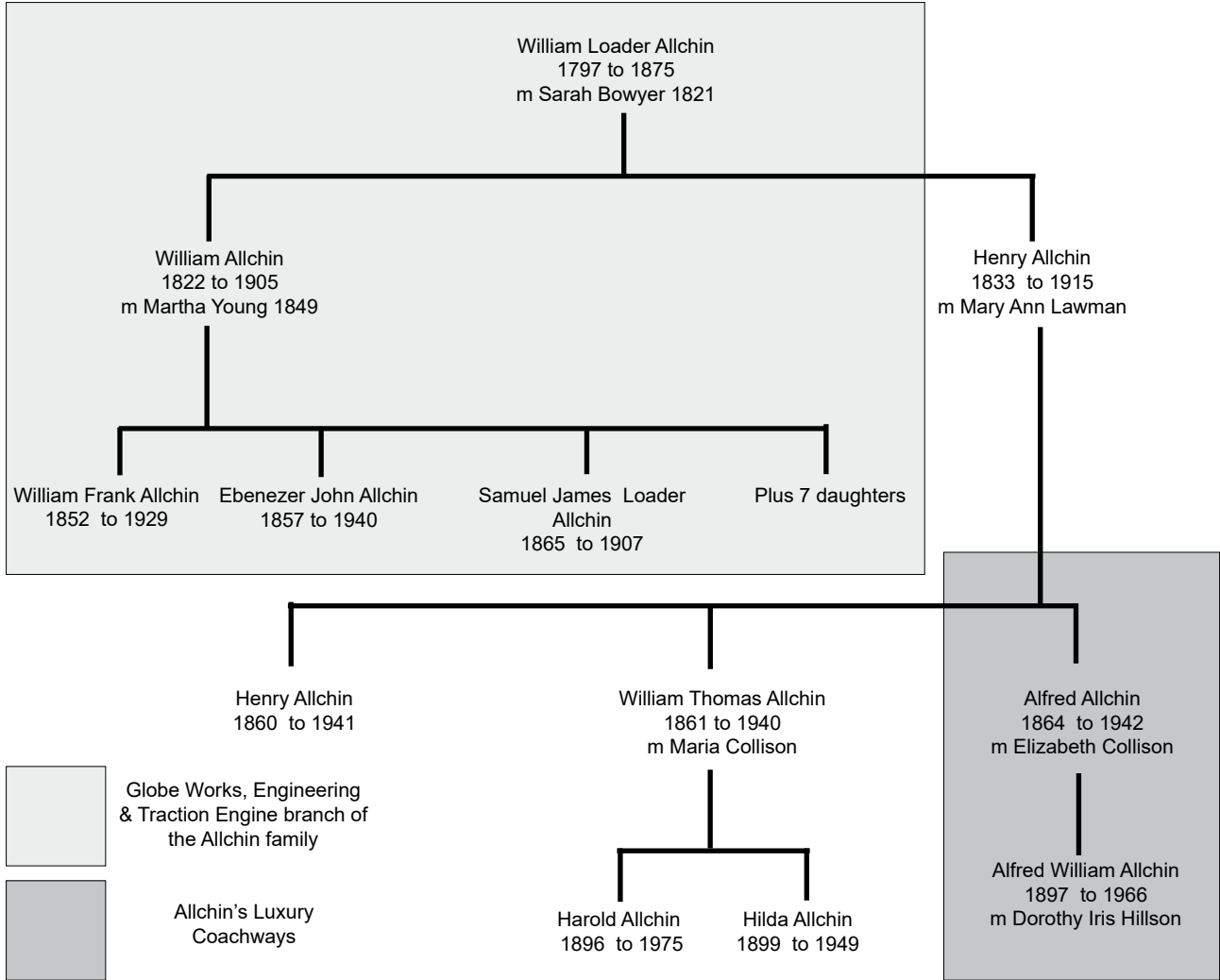
In the Northampton area the name of Allchin was once synonymous with both the construction of steam road vehicles and the operation of long-distance and holiday coach travel. With regard to steam vehicles, William Allchin traded as a brassfounder from 1847 and graduated to building portable engines during the 1860s. The first recorded traction engine was constructed in 1872 and more spacious premises were erected at South Bridge, Northampton and known as the "Globe Works". In 1900 a company known as "William Allchin Ltd" was formed and hundreds of traction engines, wagons and rollers were built over the next thirty years until the firm went into liquidation in 1931. Fortunately twenty or so Allchin steam vehicles have been preserved, some of which are frequently rallied. Readers interested in the history of William Allchin Ltd are referred to a splendid book by Messrs Middlemiss and Sawford published by Allan T Condie Publications under ISBN 0 907742 90 4.

This paper, however, is concerned with the Allchin coaching holiday and long-distance express service operation which was not directly connected with the engineering enterprise trading as William Allchin Ltd. It was, nonetheless, provided by other members of the same family enjoying common ancestry and the situation is most clearly demonstrated by the use of a family tree, shown overleaf.

Alfred Allchin and his son Alfred William Allchin set up a haulage business early in 1920 on the strength of obtaining a contract with the British United Machinery Company of Leicester, to transport that firm's shoe trade products wherever required in the country. An A.E.C. lorry was acquired for this purpose but no details of the vehicle are known. During holiday periods a bus body was placed on the lorry chassis and various trips undertaken. These events directly led to Allchin's purchasing two pneumatic tyred ex-War Department Sunbeam ambulances in 1922, onto which fourteen seat charabanc bodies were fitted. Some protection from the weather was given by folding canvas hoods which could be unfurled from the rear of the bodywork towards the windscreen and fastened to its framework. Allchin's originally operated from property in Harborough Road, Northampton opposite the Bective Works and adjacent to the premises of Northampton Co-Operative Society. Within a couple of years they had opened their own garage at Kingsthorpe Grove, which, in the early years of the firm's existence, was known as Sunbeam Garage.

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.

**Allchin's Luxury Coachways-Northampton**



*One of Allchin's Sunbeam charabancs in Scotland at "The Trossachs Hotel".*

■ Allchin's Luxury Coachways - Northampton ■



*Another view of an Allchin Sunbeam, this time touring in the Cheddar Gorge.*

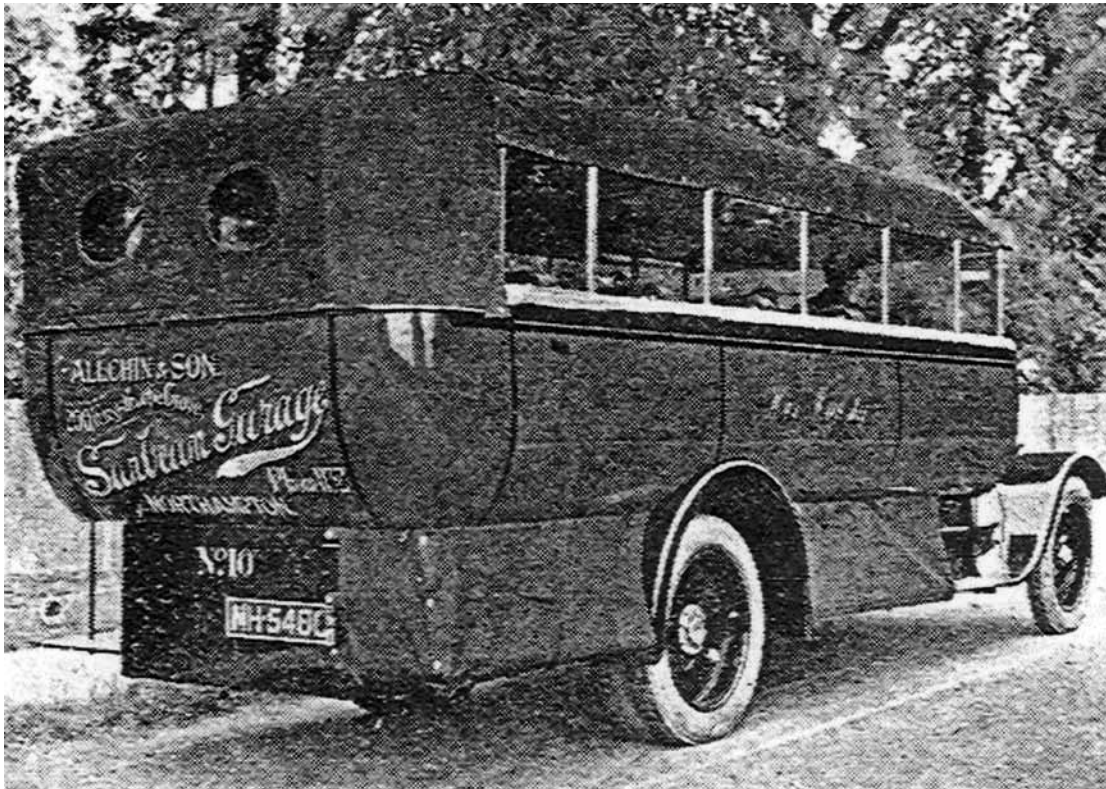
As far as passenger work was concerned, from the outset Allchin's specialised in private hire and tours, gaining their first licence from Northampton Borough Council Watch Committee to ply for hire from the Market Square from 20th June 1922. A year later Regent Square was added as a terminal point as the Market Square could not be used on Wednesdays and Saturdays for excursion traffic. The road haulage side of their business continued as before.

For the British Empire Exhibition held at Wembley in 1924, Allchin's operated a regular Thursday and Saturdays express service (later daily) between Northampton and Wembley using pneumatic tyred "small coaches". In addition they were offering five-day Whitsun tours to both North Wales and to the Malvern Hills, Wye Valley, Cheddar Gorge and Caves and Wells using a first-class hotel. Day tours included such destinations as Derbyshire Peaks, Thames Valley and Stratford-on-Avon. Later in the same year seaside holidays at Bournemouth were promoted using Allchins' service running every two or three days throughout August and September. Weekly facilities to Yarmouth and Margate were also provided.

Allchin's was a quite exceptional operation in the Northampton area, for not only did it specialise in longer-distance and leisure travel at a time when few others did, but its proprietors went on to develop an extensive network of such operations throughout the 1920s and into the early 1930s. No other Northamptonshire operator attempted anything comparable, not even United Counties Omnibus & Road Transport Co Ltd which had the financial wherewithal to have done so had it chosen.

#### Allchin's Luxury Coachways-Northampton

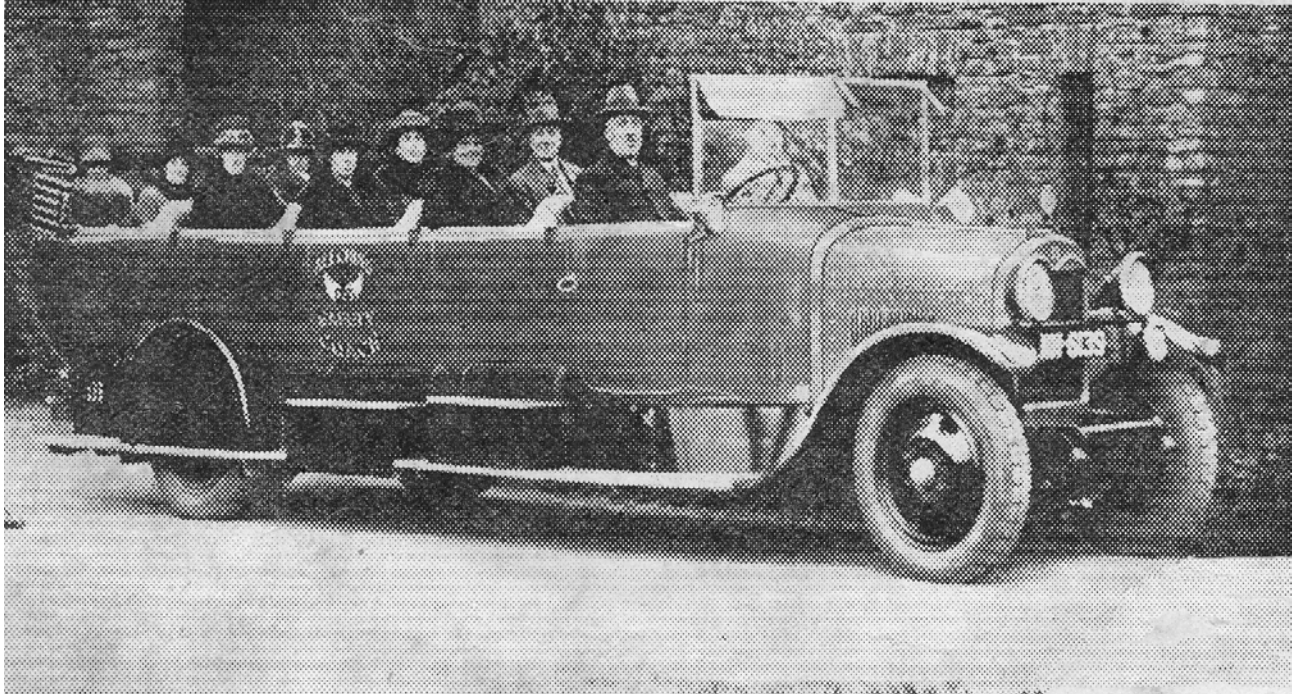
In May 1924 Allchin's announced the arrival of "Her Majesty", apparently England's best and latest all-weather motor coach built to Allchin's special order by Messrs Thornycroft of Basingstoke. This vehicle was registered NH 5480 in May 1924 and was numbered 10 in the Allchin fleet, implying that nine earlier vehicles had been owned. Only the A.E.C. and two Sunbeams are known to the Author, so possibly another seven vehicles, not necessarily all passenger models, had been operated between 1921 and 1924. Advertisements of the time indicate that twelve-seat vehicles were also available but no details of these have come to light. Certainly the number of tours advertised suggests that more than two Sunbeam charabancs operated within the fleet.



*A rear view of Thornycroft NH 5480 bearing the lettering "Her Majesty" on the side and "Allchin & Son, Sunbeam Garage, 200 Kingsthorpe Grove, Northampton, 'Phone 1132" on the rear panel, below which appears the fleet No.10.*

Messrs Allchin & Son purchased their first REO vehicle in 1924 when it was registered NH 5545, but little is known of this machine although it was almost certainly a charabanc. Similarly REO NH 6050 was bought early in 1925 and is also believed to have been a charabanc similar to NH 5545. However, in April 1925 Allchin's took delivery of the first of many "safety coaches" when REO NH 6139 was registered. This vehicle was equipped with four-wheel brakes and a six cylinder engine and was designed to give a one-step entry into the charabanc body, having a much lower chassis profile than hitherto. The low centre of gravity of NH 6139 was said to make skidding impossible and protection was provided for all weather conditions by means of a folding canvas roof.

Allchin's Luxury Coachways-Northampton



*This photograph depicts REO NH 6139 as it was when new in April 1925 with charabanc body seating around eighteen passengers.*

Quite remarkably, what appears to be the same REO vehicle registered NH 6139 appeared at the November 1925 Olympia Commercial Motor Show with a saloon body. Some of the outstanding comforts of the luxurious vehicle were listed as adjustable lounge seating, brilliant illumination, silent travel, ash trays, mirrors and beautiful walnut tables. Another contemporary account speaks of there being seating for twenty whilst there looks room for forty, such in the available space. Blue is the paramount colour alike of the real leather upholstery and pile backs of the deep springy seats, of the specially padded roof to remove the slightest vibration, and the dainty taffeta silk curtains which flank the sliding windows. Hand inlaid coachwork, a folding card table, bright electric lamps with a domed lamp in the centre, two bevelled mirrors, two emergency doors and sliding seats for increased room if desired, are but a few of the hundred and one other features of these beautiful specimens of the automotive art. There is some evidence to suggest that this vehicle may have been named "Olympia".

The question has to be asked why a REO charabanc new in April 1925 should have been either rebodied or completely rebuilt some six-months later? To date a plausible explanation has not been found but NH 6139 continued as an important all-year-round saloon vehicle in the Allchin fleet for as long as the firm operated in the Northampton area. Incidentally, Allchin's were granted an Agency for the sale of REO vehicles and supplied many of this manufacturer's products to local operators during the 1920s and early 1930s. Indeed, it supplied REO coaches to operators as far afield as Wolverhampton and North Wales!

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NORTHAMPTONSHIRE

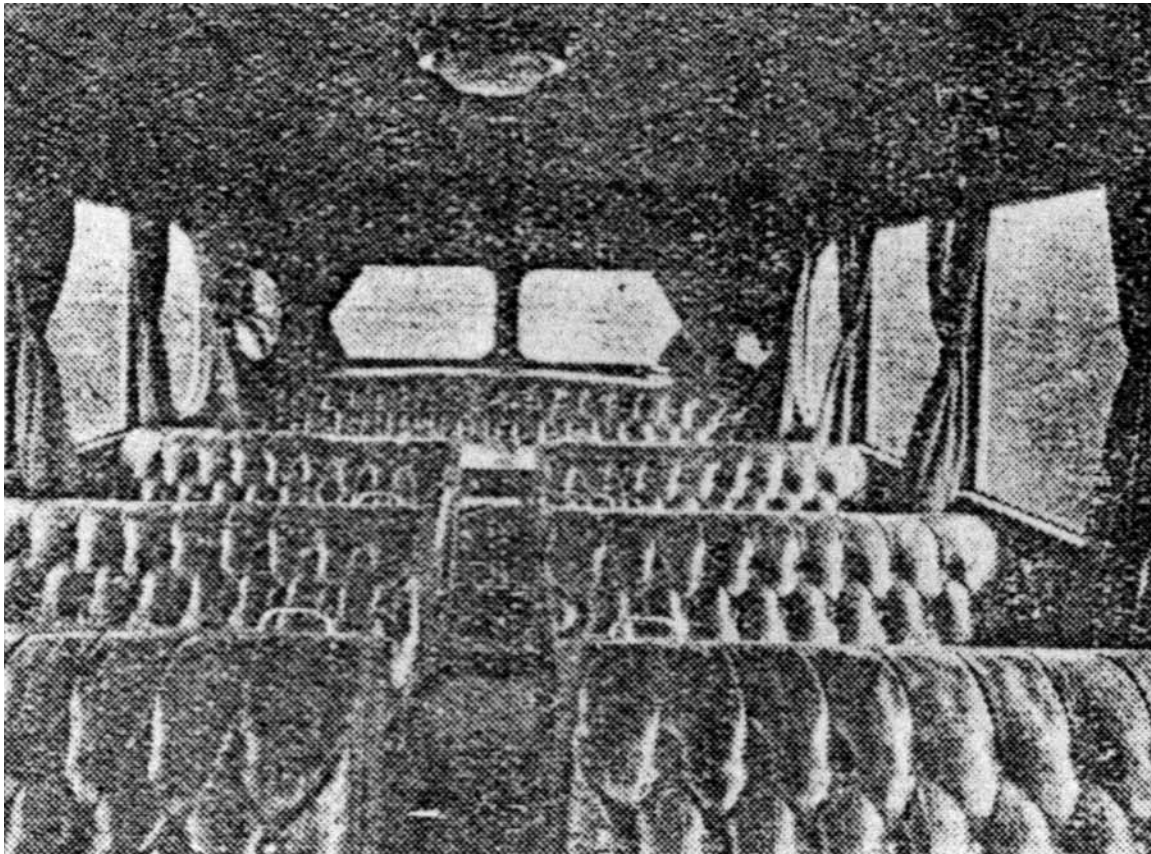
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Allchin's Luxury Coachways-Northampton



*An attractive coloured picture of Allchin's REO NH 6139 as it appeared on one of the firm's tours brochures.*



*An interior view of REO NH 6139 following its appearance at the Olympia Show in November 1925.*

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■ **Allchin's Luxury Coachways-Northampton** ■  
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Another three REO Safety Coaches, thought to be similar to NH 6139 in its original form, were bought by Allchin's during 1925 and registered NH 6335/6 and NH 6448. Unfortunately photographs of these machines have not yet come to light to confirm the type of coachwork carried.

For the 1925 summer season the range of inclusive holidays was expanded and tours were respectively centred on Devon, the English Lakes, Scotland and Wales. A wide variety of day excursions were offered to the good people of Northampton and coastal services were provided to Bournemouth, Margate, Southsea and Yarmouth.

On 15th February 1926 the Northampton Borough Watch Committee considered and granted two applications for Hackney Carriage licences submitted by Messrs Allchin & Son. One of the applications was in respect of a motor coach already licensed to Joseph Mann of Moore Street, Northampton (trading as Hardwick & Mann) whose business Allchin's had purchased. The motor coach in question was a twenty-seat Maxwell which was possibly registered NH 5713, but this latter point has not been confirmed.

The second application was for licences to take the place of three motor coaches belonging to A W Bird of Foundry Street, Northampton whose business had also been acquired by Allchin's. The wording of the Watch Committee minute suggests that Allchin's did not acquire Bird's vehicles but were granted licences to ply for hire from St. John's Street, Northampton for a local bus service to Olney via Hackleton, Stoke Goldington and Weston Underwood together with Excursions and Tours from Northampton Market Square. This acquisition brought Messrs Allchin & Son into local bus service operation but, as far as can be ascertained, the Northampton to Olney service was short-lived and was probably later incorporated within the routes of Wesley's Coaches of Stoke Goldington.

Three new coaches were purchased during 1926 and all were, naturally, REOs. NH 6509 was a small 14 seat charabanc which probably replaced one of the Sunbeams. NH 7106 was a larger REO with a covered saloon body whilst NH 7313 was a similar machine but was fitted with an "all weather" body which incorporated a canvas roof that could be rolled right back.

An advertisement in the Northampton Independent of 13th November 1926 reports that "Allchin's new safety quadruple purpose coach had been licenced on Saturday last." This must refer to NH 7313 pictured on the following page. "Whilst embodying all the outstanding features of Allchin's Safety type, it had increased the means of safeguarding passengers NIGHT and DAY. The Anti-Dazzle Screen diverts oncoming lights by night and the sun visor attached absorbs the dazzling rays of the sun. The emergency handbrake operates all six brakes, ensuring complete safety." The advert does not make it entirely clear why NH 7313 was a quadruple purpose coach!

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*This rather indistinct picture shows the covered saloon REO - NH 7106 about to depart from Northampton Market Square for Stratford-on-Avon with a party from the Women Unionists' Association in July 1927. (Photo courtesy of Northampton Independent)*



*On the occasion when this photograph of REO - NH 7313 was taken, it was conveying a group from the Northamptonshire Natural History Society & Field Club on an outing. When the weather was good the canvas roof of the saloon body could be furled and secured at the rear of the vehicle. (Photo courtesy G Starmar collection)*



#### Allchin's Luxury Coachways-Northampton

Tours offered during 1926 followed a similar pattern to that of 1925 but with three-day tours of the Isle of Wight or North Devon, a week's holiday at Bournemouth, day tours to the Wye Valley, Matlock, The Dukeries and Windsor and a variety of half-day tours. It is worth noting that during 1926 regular weekly operations to both Bournemouth and Yarmouth were provided which enabled passengers to book one or two weeks' stay at either resort. Furthermore, following the previous two years' experience in running to Olympia, a daily Northampton to London service was provided for five weeks during August and September 1926.

An interesting development occurred on 19th October 1926 when the Torquay Borough Council Hackney Carriage Committee considered and granted an application by Messrs Allchin & Son for permission for four 18/20 seat charabancs to ply for hire in that town from the summer of 1927. As a result, four REO charabancs, each seating nineteen passengers, were purchased and registered in Devon in May 1927 as UO 2732-5. These four machines operated from a stand at Victoria Parade, adjacent to the Harbour, and were advertised as the "Luxury Safety Coaches - the Blue Fleet". A harbourside booking office was established at 23 Victoria Parade and a main street office at 44A Fleet Street. It is understood the charabancs were garaged at the rear of the Victoria Parade premises. The Allchins presumably had the good fortune to acquire the services of a good manager to run the Torquay branch, as the owners of the business continued to reside in Northampton.

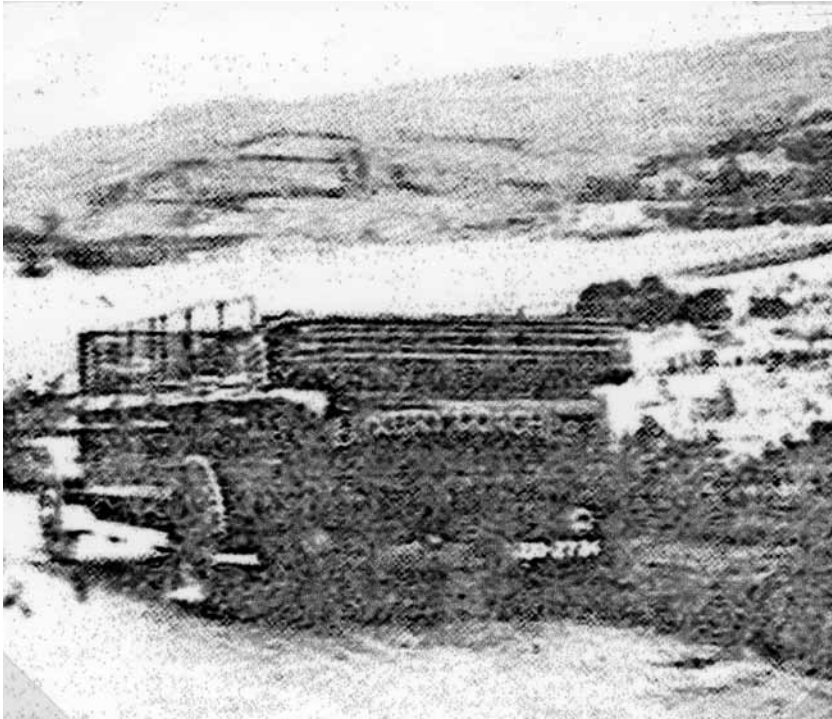


*Whilst indistinct, this view depicts REO Pullman UO 2735 and another charabanc from the same batch.*

In all probability we shall never know why this completely separate operating base was established at Torquay. Hitherto Allchin's had provided a six-day inclusive holiday from Northampton to Devon in June 1925, proceeding from Exeter via Teignmouth, Plymouth, Dartmoor, Tavistock, Bideford, Barnstaple Bay and Ilfracombe before returning home.

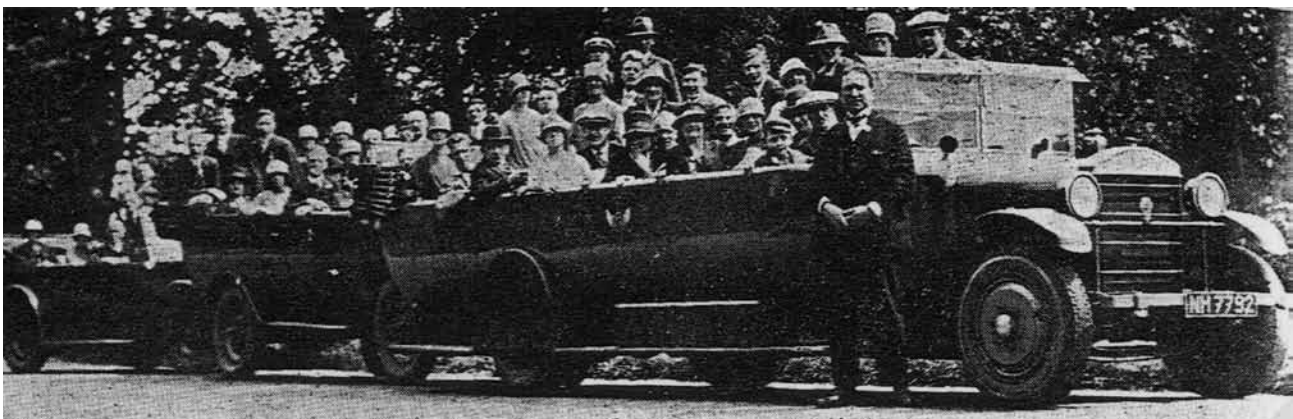
### Allchin's Luxury Coachways-Northampton

Whilst undoubtedly routed via Torquay the holiday had certainly not been centered on this town. In 1926, as far as it is known, only a three-day North Devon tour had been provided, taking in Minehead, Lyn Valley, Lynmouth and Ilfracombe. Once again there was no discernible link with Torquay to suggest the establishment of a base in that town was likely.



*An even more indistinct illustration of the rear of REO Pullman UO 2734 taken at Lynmouth, but it serves to show the charabanc's folding hood and side windows.*

Meanwhile, back in Northampton, just one REO charabanc was added to the rolling stock and this was a twenty-six seater registered NH 7792, in June 1927.



*The 1927 REO registered NH 7792 can be seen in this illustration taking a group of local deaf and dumb people to Marston St. Lawrence for a picnic.*

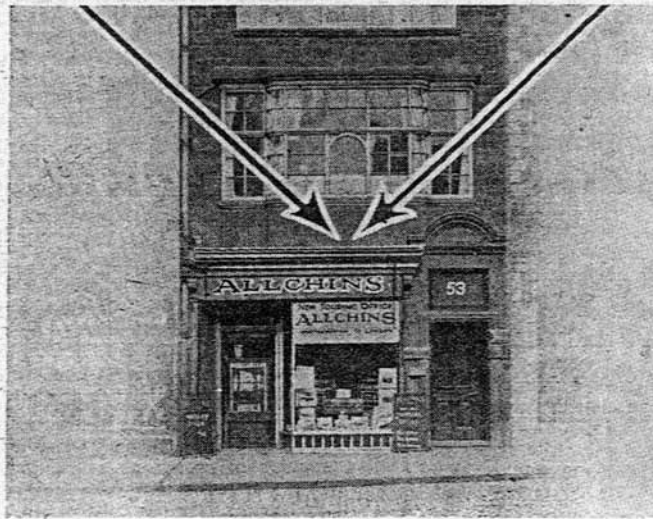
*(Photo courtesy Northampton Independent)*

**Allchin's Luxury Coachways-Northampton**

In addition to the regular summer weekly service from Northampton to Bournemouth, Allchin's introduced a similar weekly service to Torquay at Whitsun 1927. No mention of the weekly Yarmouth service has been found for 1927 but it was probably still provided as Yarmouth was a popular destination for Northampton holidaymakers. In this way the firm advertised eight or fifteen day holidays to the principal Devon beauty spots, linked with the excursions it was running from Torquay. Again, apparently from Whitsun 1927, a regular daily service from Northampton to London was commenced leaving from outside the offices of booking agent Messrs Pickford's at Wood Hill, Northampton at 8.30am and setting down passengers in Oxford Street, London. The return journey left Oxford Street at 7.00pm and the trip took three hours. The fares were 6 shillings (30p) single, 8 shillings (40p) return or 9/6d (47½p) period return.

As mentioned above, Allchin's main booking agent in Northampton was Pickford's who occupied offices in the town centre at Wood Hill. Reservations could also be effected at Allchin's depot at 200 Kingsthorpe Grove which was about a mile-and-a-half from the centre. In October 1927 Allchin's opened a new central booking office at 53A Abington Street, the town's main shopping thoroughfare.

**ALLCHIN'S AND THE  
NORTHAMPTON 'PUBLIC.'**



Our New Central Booking and Service Office at 53a, Abington Street.

*An illustration of Allchin's new booking office at 53A Abington Street, Northampton, as it appeared in a press advertisement. (Photo courtesy Northampton Independent)*

New rolling stock for 1928 comprised three REO coaches which were delivered in April and June and registered NH 8263/4 and NH 8518. The first and last of these - NH 8263 and NH 8518 - were "all weather" coaches with side windows and canvas "sunshine" roofs, whilst the middle vehicle - NH 8264 was a fully enclosed saloon with Weymann twenty-seat body. Fortunately photographs of all three are available.

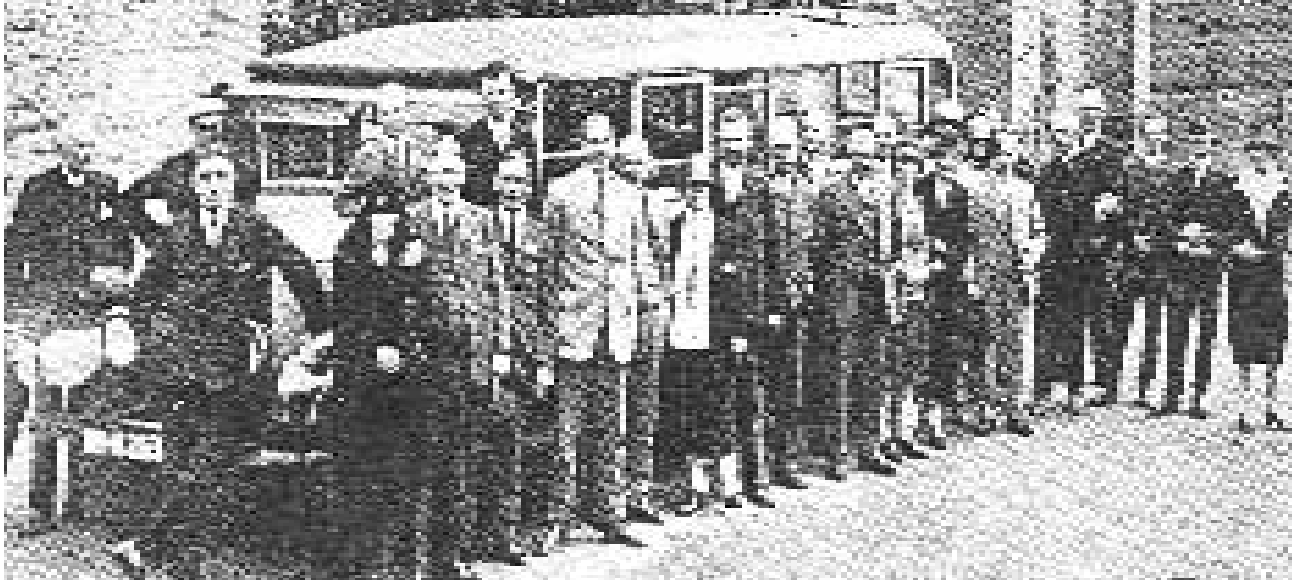
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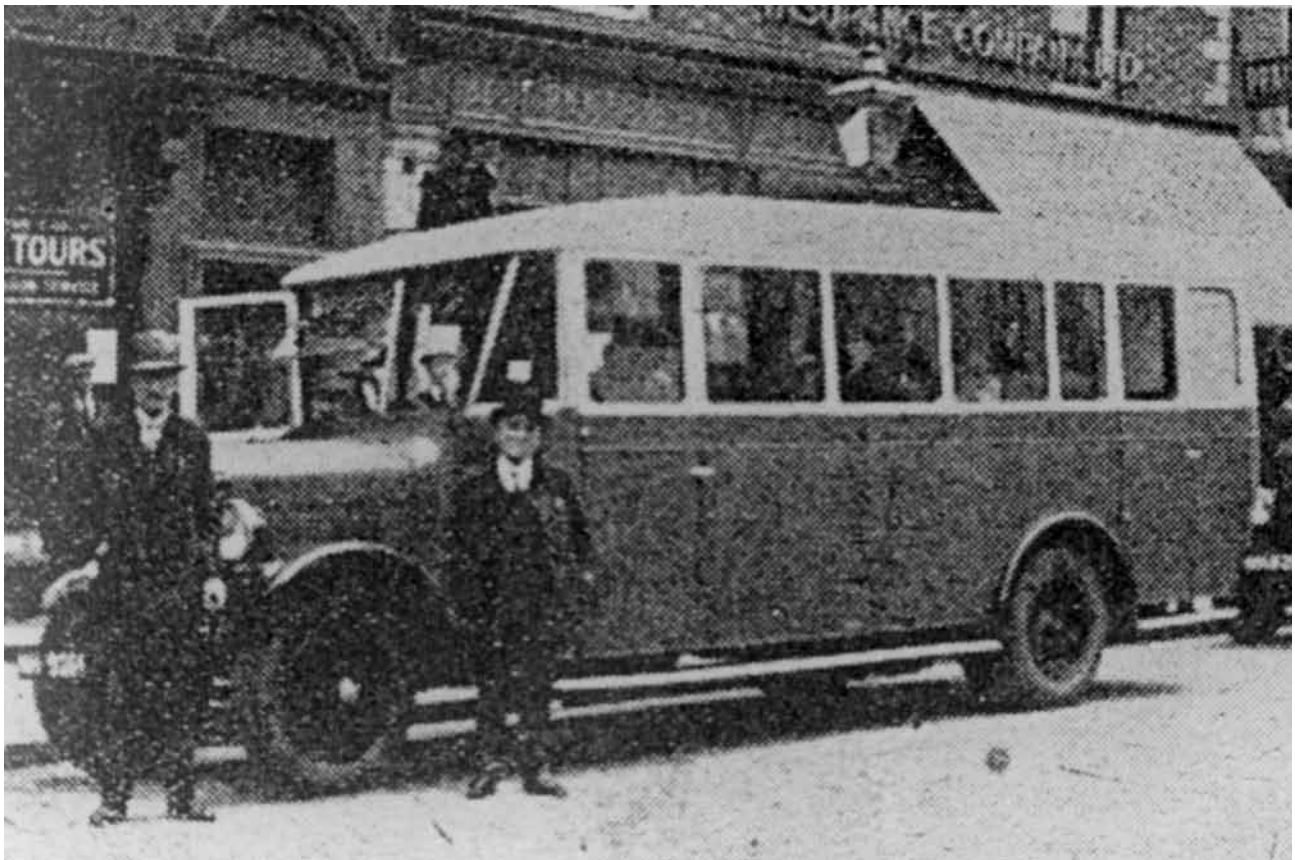
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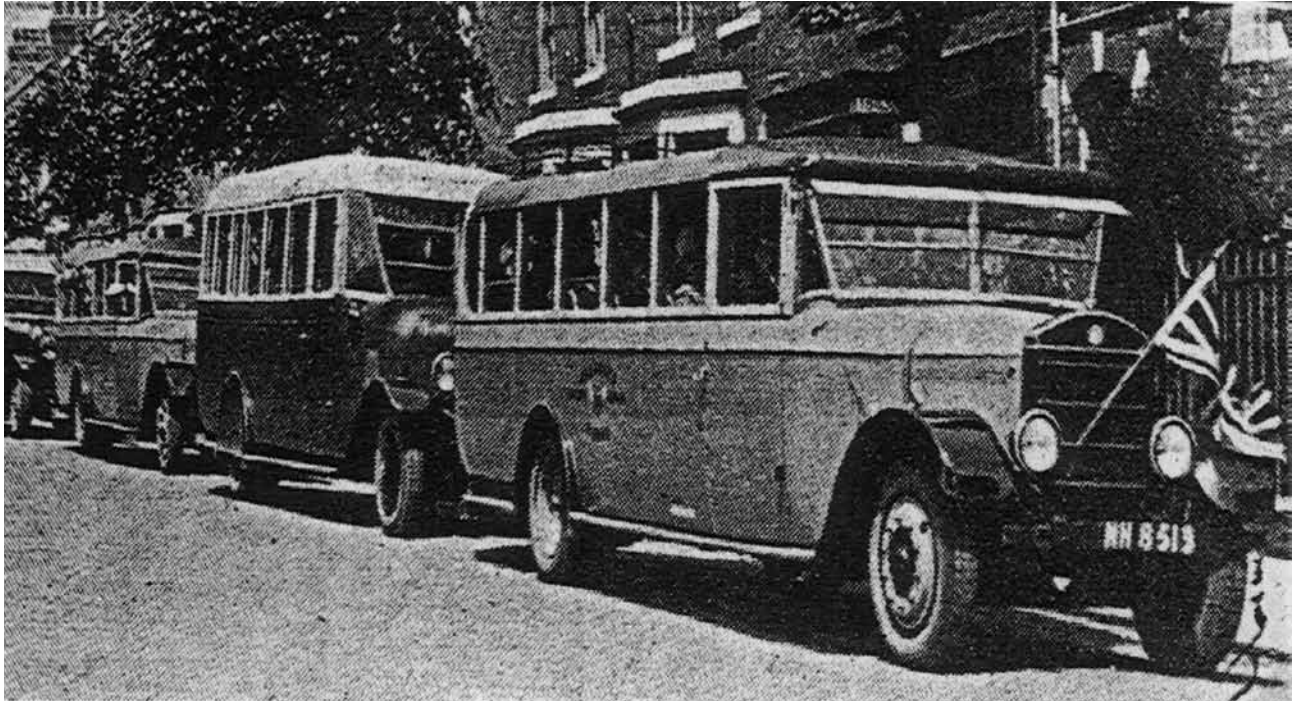


*This illustration of REO NH 8263 was taken at Tintern Abbey whilst on tour in the summer of 1928. (Photo courtesy Northampton Independent)*



*In contrast, this picture clearly shows that REO NH 8264 was a conventional saloon coach. It may well have been the first coach in the Northampton district to have been equipped with a toilet compartment. (Photo courtesy Northampton Independent)*

Allchin's Luxury Coachways-Northampton



*The third new REO for 1928 was NH 8518 and, like NH 8263, was fitted with a "sunshine" top which could be rolled back when required. REO NH 8264 stands behind.  
(Photo courtesy Northampton Independent)*

It is interesting to note that when the Weymann bodied REO NH 8264 was new, the Allchins invited a number of guests to take a trial run on it and the Northampton Independent reported the occasion as follows:-

"A few friends were invited by Messrs Allchin to take a trial trip on their new Weymann saloon on Tuesday. This is a positive aristocrat among motor saloons. The chief aim of the designers has been to secure silence, speed and flexibility. They have certainly achieved their objects with a triumphant thoroughness. In doing so they have departed from the rigid steel construction by introducing a fabric body. No two pieces of wood touch - every joint being made on the hinge principle. This, together with the novel innovation of thick cloth upholstery throughout, ensures an absence of that jarring drumming noise that detracts so much from the enjoyment of long journeys in ordinary coaches. During the trial trip, even when a very high speed was attained, the passengers were able to converse as quietly as though they were together in a private room. Another welcome innovation is the provision of a toilet compartment. This coach also contains patent self-light windows and Messrs Allchin themselves have added several improvements upon the original design. There are racks for luggage the same as in a railway carriage besides a large luggage locker at the back, electric light, an electric bell to communicate with the driver, roll cushions, carpeted floor and other features which make one feel that with this car we have surely reached finality in the luxury of road travelling."

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### Allchin's Luxury Coachways-Northampton

There were no startling service innovations made during 1928 but inclusive tours lasting eight or fifteen days were operated to Devon & Cornwall; eight or ten days to Scotland & English Lakes; six-day tours to North Wales; four-day tours to North Devon; three-day tours to South Devon & Torquay and two-day tours to Cheddar Gorge & Caves all featured in Allchins' programme. Summer holiday services ran weekly to Torquay, Bournemouth and Yarmouth every Saturday from July to September with numerous day tours during the summer season. The Northampton to London service continued to operate daily throughout the year.



*Make Your  
Holiday  
more  
enjoyable  
this year*

You Save Time, Worry and Expense, in Comfort as from an Arm Chair visit the hidden Beauty Spots by Coach. Yet time for everything by Booking a Well-Planned Holiday with

## ALLCHIN'S

10 Days Scottish Lochs, The Trossacks and English Lakes.  
8 and 15 Days Devon and Cornwall.  
5 Days to Wales or English Lakes.  
3 Days North Wales, Torquay, or North Devon, etc., etc.

Comfort and Protection of the Latest "Allchin" Coaches.

**LONDON DAILY.**  
Torquay and Bournemouth Weekly.

*Secure Your Seats Early by BOOKING NOW!*

**ALLCHIN'S TOURS. Pioneers of the Safety Coach.**  
53<sup>A</sup> ABINGTON STREET. PHONE. 1132.

*A facsimile of an Allchin's advertisement taken from the Northampton Independent of 31st March 1928.*

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: Allchin's Luxury Coachways-Northampton :  
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Moving on to 1929, there was an unprecedented increase in the Allchin fleet. During the year thirteen new coaches were purchased of which eight were sleek normal control Daimler CF6s and the remaining five were REO Pullman models. The first four Daimler CF6 chassis were bodied by Messrs Hall Lewis and were allocated to the Northampton fleet as NH 9177-9 in May and NH 9227 in June 1929. Also in June four identical machines were delivered for the Torquay fleet and these were registered in Devon as DV 1275/6 and DV 1310/1. Just two months later five REO Pullman chassis entered service, two with Duple coachwork, one with a Buckingham body and the other two with bodies by unknown makers, but possibly by Buckingham. These were all for the Northampton fleet being registered NH 9360-3 and NH 9375. Unfortunately few photographs of the 1929 rolling stock have come to light.



*This handsome Daimler CF6 - NH 9178 - with sleek Hall Lewis coachwork and quiet six-cylinder sleeve valve petrol engine, must have literally glided along the roads of 1929 which were far less congested than today.*

The large fleet increase of 1929 was matched by a similar large expansion of long-distance services. Probably from Whitsun the daily London to Northampton service was extended northwards to Leicester, Loughborough and Nottingham with a feeder service being provided between Northampton, Wellingborough and Kettering. Again probably from Whitsun 1929, "The Devon Express" was inaugurated running between Torquay and London via Bournemouth with a daily departure at 9.00am from each end with the total journey taking ten-and-a-half hours. This service may have come about as a result of the success of Bournemouth excursions from Torquay operated in previous years. Allchin's Luxury Coachways were not, however, alone in running between Torquay and London as at least three other firms were doing so and even more ran between London and Bournemouth. The daily summer Northampton to Bournemouth service was extended to run twice weekly during the winter months also.

Allchin's Luxury Coachways-Northampton



*This somewhat indistinct photograph taken on Northampton Market Square appears to show REO Pullman NH 9363 on the extreme right of the front row.*

For the 1930 season an even larger investment was made in rolling stock, when a further ten superb Daimler CF6 coaches were acquired together with an additional four REO Pullmans. The first six of the Daimler CF6s, which carried Duple coachwork, were new in April 1930 when they were registered NH 9861-6 but by the time the remaining four arrived at Northampton, in June 1930, the registration letters had changed to "VV" and the marks VV 5-8 were allotted to these coaches. Park Royal was the chosen body builder for these vehicles and handsome twenty-six seater coaches they were too. The four REO Pullman vehicles, also bodied by Duple, continued the series from VV 9 to VV 12. Once again photographs are few and far between and none are available of the REO Pullman vehicles.

The network of express services was extended considerably for the 1930 season. The main Nottingham - Loughborough - Leicester - Northampton- Dunstable - London service, which terminated at Charing Cross Embankment, was augmented by a series of feeder services radiating from Northampton, on which through operations could be provided in the event of passenger loadings being sufficient. The Northampton, Wellingborough, Kettering feeder service was extended to Thrapston, Oundle and Peterborough to provide connections at Northampton at around 10.30am and 5.30pm. New feeder services working on the same connecting principles were added between Northampton, Rugby, Coventry, Nuneaton and Hinckley and between Northampton, Daventry, Leamington, Warwick, Birmingham and Wolverhampton.



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*This illustration depicts NH 9866, a Daimler CF6 with Duple coachwork. Note the sumptuous seats, curtains and attractive V-shaped louvres. Roof-mounted luggage carriers and sunshine roofs were a feature of the Duple bodied Daimler CF6s.*

*(Photo courtesy Roy Marshall collection)*



*This time an off-side view of Duple bodied Daimler CF6 - NH 9862 - after acquisition by United Counties in December 1933. In this case the coach was photographed outside the Headlands Garage at Kettering whilst operating the former Allchin service between Northampton and Peterborough.*

*(Photo courtesy J F Higham)*

Allchin's Luxury Coachways-Northampton



Fortunately this splendid illustration of an Allchin Daimler CF6 with Park Royal C26D coachwork has come to light. Although photographed prior to registration, it depicts one of the coaches from the batch registered VV 5 to VV 8.

*(Photo courtesy Omnibus Society Photographic Archive).*

In addition, daily coastal services were provided between Northampton, Oxford, Abingdon, Newbury, Winchester, Southampton and Bournemouth/Portsmouth; Northampton, London, Brighton, Eastbourne and Hastings; Northampton, London, Margate and Ramsgate (Weekends only); Northampton, Warwick, Stratford-on-Avon, Tewkesbury, Gloucester, Bristol, Taunton, Exeter, Teignmouth, Torquay, Paignton and Plymouth and, finally, Northampton, Bedford, Cambridge, Norwich, Yarmouth and Lowestoft. Thus Northampton became the hub for interchange in a considerable network of long-distance services, the scale of which make it difficult to imagine how the operation could be sustained on a daily basis

The London - Torquay service appears to have been re-routed via Reading, Newbury and Salisbury to Exeter for the 1930 season rather than proceeding via Bournemouth as inaugurated in 1929.

See route map on next page.

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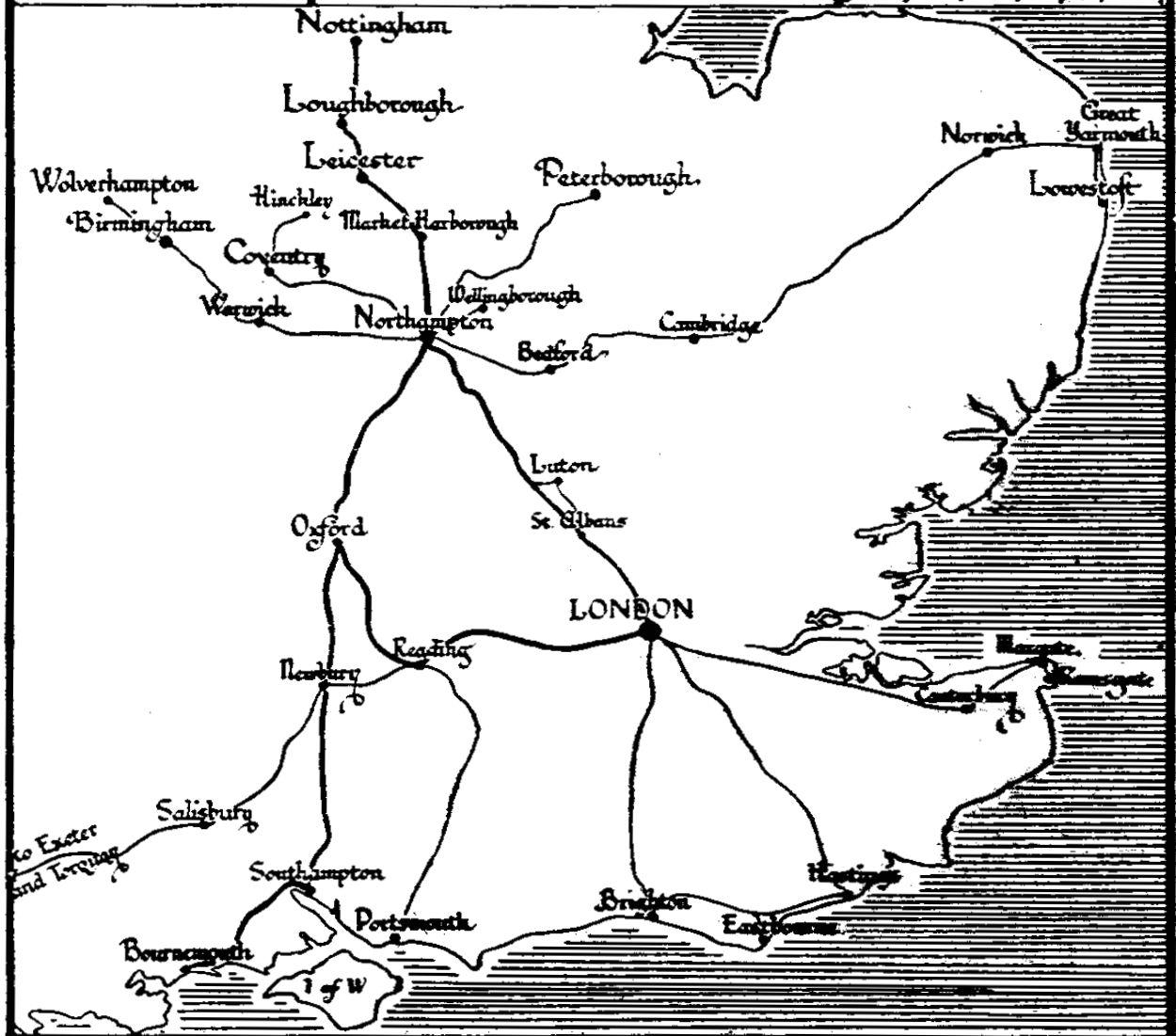
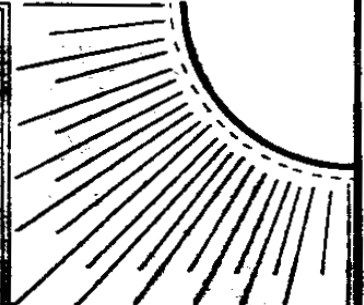
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Allchin's Luxury Coachways-Northampton

# ALLCHINS COACHWAYS

**COVER  
THE  
BRIGHTER  
SIDE  
OF  
BRITAIN**



## COMFORT = LUXURY = ECONOMY

*A facsimile of a route map used by Allchin's Coachways in 1930.*

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Allchin's Luxury Coachways-Northampton  
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**ALLCHIN'S**  
*Luxury Coachways*

**DAILY SERVICE**  
**LONDON**

	<b>Fares</b>	
to	SINGLE	RETURN
<b>NORTHAMPTON</b>	<b>6/-</b>	<b>9/6</b>
<b>LEICESTER .</b>	<b>8/6</b>	<b>14/-</b>
<b>NOTTINGHAM .</b>	<b>11/-</b>	<b>17/6</b>

*Children under 12 Two-Thirds Fare.*

Leaving at <b>2-30 p.m.</b> and <b>6-45 p.m.</b> <i>(Half-hour earlier on Sundays)</i> from <b>ROADWAYS</b> Travel Bureau, Regency House, Glasshouse St. <b>LONDON</b> W.1. <b>GERRARD 9640.</b>	Leaving Car Park, <b>TEMPLE BAR</b> <b>NOTTINGHAM</b> at <b>8-0 a.m.</b> <i>8.30 on Suns.</i>	Leaving at <b>8-30 a.m.</b> and <b>10-30 a.m.</b> <i>(Half-hour later on Sundays)</i> from <b>ALLCHIN'S</b> <b>LUXURY</b> <b>COACHWAYS</b> 53a ABINGTON STREET, Tel. 1814. <b>NORTHAMPTON.</b>
	LEICESTER, HAYMARKET, at <b>9.15 a.m.</b> <i>9.45 on Suns.</i>	

Book your Seats at **ROADWAYS TRAVEL BUREAU**  
**ASTON HOUSE, 125, HIGH**  
**PHONE: HOLBORN 6784**

ROADWAY TIME TABLES, LTD., REGENCY HOUSE, WARWICK STREET, W.1.

*A facsimile of Allchin's Nottingham - Leicester - Northampton - London timetable at July 1929.*

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Allchin's Luxury Coachways-Northampton  
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**REDUCED AUTUMN FARES**  
COMMENCING MONDAY, 23RD SEPT., 1929

**ALLCHIN'S**  
**Luxury Coachways**

**LONDON SOUTHAMPTON**  
**BOURNEMOUTH TORQUAY**

TIMES SINGLE		RETURN TIMES	
Read Down	FARES	FARES	Read Up
a.m.	9.0	... ROADWAY TRAVEL BUREAU ...	d.m.
		Glasshouse Street, W.1.	7.30
	9.20	... HAMMERSMITH ...	
		Prings, 235 Hammersmith Road	
	10.0	... STAINES GARAGE ...	
	4/6	... BASINGSTOKE ...	7/-
	5/-	... WINCHESTER ...	8/-
		King Alfred's Statue	
	7/6	... SOUTHAMPTON ...	12/-
p.m.	1.45	... CHRISTCHURCH ...	15/-
	2.30	... BOURNEMOUTH ...	15/-
		Dowden, 7 St. Paul's Road	2.30
	12/6	... EXETER ...	20/-
	15/-	... TEIGNMOUTH ...	25/-
	15 -	... NEWTON ABBOTT ...	25/-
	7.30	... TORQUAY--TOWN HALL ...	30/-
	17/6		a.m.
			9.0

**MAIN LONDON AGENTS—**  
**ROADWAY TRAVEL BUREAU**  
GLASSHOUSE STREET, W.1  
(Adjoining Piccadilly and Regent Street)  
GERRARD 9640

**TORQUAY—**  
**ALLCHIN & SON**  
44a FLEET STREET  
TORQUAY 2743

**VICTORIA BOOKING OFFICE,**  
AT THE TRAM TERMINUS,  
322, Vauxhall Bridge Road, S.W.1.

*A facsimile of Allchin's Luxury Coachways London - Southampton - Bournemouth - Torquay timetable for 23rd September 1929. During the preceding summer the end-to-end fares had been 20 shillings (£1) single and 35 shillings (£1.75) return.*

Allchin's Luxury Coachways-Northampton

In 1930 Allchin's issued an attractive British Tours brochure printed by a Northampton firm and presumably designed locally rather than being produced by one of the specialist tours guidebook producers of the day which tended to be much the same irrespective of the operator. A later booklet, dating from 1932 or 1933, was produced for Allchin's by Edward J Burrow & Company of Cheltenham.



*A facsimile of the front cover of Allchin's British Tours handbook depicting a REO coach.*



*Allchins Superior Coaches were chosen for the Dominion Premiers' Tour*

*Inside the tours book is this photograph, apparently showing ten Allchin vehicles relevant to the period when the firm conveyed the Dominion Premiers' Tour in November 1926. The author recalls Harold Allchin, nephew of Alfred Allchin, advising him that there were only six vehicles participating in the photo-shoot and some were repositioned for eventual superimposition on the final print! Harold Allchin worked for his uncle and later became Dock Foreman at United Counties' Main Works.*

Allchin's Luxury Coachways-Northampton

The last new coaches to be bought by Allchin's Luxury Coachways were taken into stock in May 1931. This year the Daimler and REO products previously favoured were abandoned for Leyland and A.E.C. machinery. In fact three Leyland Tiger TS3 and three A.E.C. Regal coaches, all fitted with Duple thirty-two seat bodies comprised the 1931 intake. The three Leylands were registered VV 691-3 and the three A.E.C.s followed as VV 694-6.



*Luckily Allchin's depicted one of the three Duple bodied Leyland TS3 coaches VV 691-3, in their blue and primrose colours on its letterheads in 1931 and very fine it looks too!*



*The three A.E.C. Regals were used to convey London guests between Althorp Station and Great Brington Church on the occasion of the wedding of Lady Margaret Spencer of Althorp House in July 1931. (Photo courtesy Northampton Independent)*

.....  
■ Allchin's Luxury Coachways-Northampton ■  
.....

The Road Traffic Act of 1930 introduced Road Service Licensing and the relevant parts of the Act relating to this subject became effective from 1st April 1931. This was too late to have much effect on Allchin's long-distance service operations for the 1931 summer season when the same pattern of daily and coastal routes were provided as for 1930. Inclusive holidays, tours and excursions continued as before. However, Road Service Licences now had to be obtained from the Traffic Commissioners for regular services to continue and Messrs Allchin & Son were not quite as successful as they might have hoped. Applications to the East Midland Traffic Commissioners were made for licences during the summer of 1931 and the following were granted:-

- TER135/1 Derby - Northampton
- TER135/2 Nottingham - Warwick (Originally applied for as Nottingham to Plymouth)
- TER135/4 Nottingham - Hastings
- TER135/5 Nottingham - Bournemouth
- TER135/9 Nottingham - Lowestoft
- TER135/10 Nottingham - London
- TER135/12 Northampton - Birmingham
- TER135/14 Northampton - Torquay (Originally applied for as Peterborough - Plymouth)
- TER135/15 Northampton - Peterborough
- TER135/19 Northampton - Skegness
- TER135/24 Excursions & Tours from Northampton

Services applied for by Allchin's at this time which were subsequently withdrawn following objections, or refused, were as follows:-

- TER135/3 Nottingham - Ramsgate
- TER135/6 Nottingham - Portsmouth
- TER135/7 Nottingham - Brighton
- TER135/8 Nottingham - Yarmouth
- TER135/11 Wolverhampton - Northampton
- TER135/13 Hinckley - Northampton
- TER135/16 Northampton - London
- TER135/17 Northampton - Clacton
- TER135/18 Northampton - Hunstanton
- TER135/20 Northampton - Yarmouth
- TER135/21 Nottingham - Eastbourne/Hastings
- TER135/22 Northampton - Nottingham
- TER135/23 Northampton - Reading

Clearly some of the routes listed above were adequately covered by other services for which licences were obtained and TER135/7, TER135/8, TER135/16, TER135/20, TER135/21 and TER135/22 fall into this category. Other routes, such as Northampton to Clacton and Hunstanton were probably submitted tongue in cheek as Allchin's



.....  
: **Allchin's Luxury Coachways-Northampton** :  
.....

had not previously operated these services on a regular basis during the previous year. Clacton and Hunstanton were later added to Allchin's Excursion licence. However, the loss of facilities to Ramsgate and Reading/Portsmouth must have been a disappointment to the firm but the feeders from Wolverhampton and Hinckley to Northampton were fairly inconsequential. Returning to the subject of the Portsmouth licence, Allchin's continued to provide facilities to this city by means of a summer feeder service running from Southampton to Portsmouth granted by the Southern Traffic Area.

Applications for services were also made in other Traffic Areas and included London - Newbury - Chippenham - Bristol - Taunton - Exeter - Torquay - Plymouth and Wolverhampton - Bristol - Exeter - Torquay - Plymouth. Both attracted a daunting number of objections and were either withdrawn or refused. Where the primary East Midland licences were granted, the other Traffic Areas through which the services passed, granted the required backing licences. In addition Excursions & Tours licences were granted starting from Coventry, Torquay and London, King's Cross.

The combination of the routes listed above formed the basis of the 1932 and 1933 season's operations for Allchin's Luxury Coachways although, from time to time, modifications were made to the licences.

Booking Offices were established in leased premises at 23 Chandos Street, Charing Cross, London by early 1932 and at 65A Broad Street, Birmingham by November 1932 at the latest.

The Mayfair Transport Company Ltd of 100 Palmerston Road, Kilburn had, from 1st October 1927, run a London - St.Albans - Dunstable - Fenny Stratford - Stony Stratford - Towcester - Northampton - Market Harborough - Leicester service which comprised one evening journey northbound and one morning journey southbound each day. Mayfair had run other services but it appears that by April 1931 the operation was confined to the London - Northampton - Leicester route and in December 1931 the Company was in the hands of a Receiver who continued to run the business. However, the Receiver was soon in correspondence with United Counties with a view to that Company taking over the service and the necessary application to acquire the licence was lodged with the Traffic Commissioners in February 1932. The application attracted objections from LM&S Railway Company, Messrs Allchin's and Leicester Corporation and the licence was refused. United Counties appealed to the Minister of Transport who heard the appeal on 14th June 1932 but the original decision not to grant a licence to United Counties was upheld.

Thereafter Messrs Allchin & Son, in October 1932, applied to the Traffic Commissioners to take over the Leicester - London service previously granted to Mayfair and it is understood that at this time Allchin's purchased two Brockway coaches from Mayfair's Receiver and these were registered YX 5077 and GU 9507. As an existing operator between Leicester and London it was not envisaged that Allchin's would have any difficulty in obtaining the required licence.

Allchin's Luxury Coachways-Northampton

## LONDON Time & Fare Table (To & from the Midlands).

WINTER SERVICE Commencing NOVEMBER 1932.

S.	FARES.		READ DOWN				READ UP					
	R.	Period	TO MIDLANDS.				FROM MIDLANDS.					
			A.M.	A.M.	P.M.	P.M.						
—	—	—	8 10	11*30	2 15	6 30	LONDON	Charing Cross Embankment	11 30	1 50	5*15	8 30
—	—	—	8 25	11 45	2 30	6 45	GOLDERS GREEN	Station Buildings	11 15	1 35	5 0	8 15
—	—	—	8 37	11 57	2 42	6 57	FINCHLEY N.	Tally Ho Corner	10 3	1 23	4 50	8 3
—	—	—	8 42	12 2	2 47	7 2	BARNET	Red Lion	10 58	1 18	4 45	7 58
—	—	—	9 7	12 27	3 12	7 27	ST. ALBANS	41 London Road	10 33	12 53	4 20	7 33
—	—	—	9 42	1 2	3 47	8 2	DUNSTABLE	High Street	9 58	12 18	3 45	6 58
5/-	6/6	8/6	10 5	1 25	4 10	8 25	WOBURN	Town Hall	9 35	11 55	3 22	6 35
5/-	6/6	8/6	10 12	1 32	4 17	8 32	WOBURN SANDS	High Street	9 28	11 48	3 14	6 28
5/6	7/-	9/6	10 28	1 48	4 33	8 48	NEWPORT PAGNELL	High Street	8 12	11 32	2 57	6 12
6/6	8/6	10/6	11 10	2 30	5 30	9 30	NORTHAMPTON		8 30	10 45	2 15	5 30
—	—	—	8 10	11 30	2 15	5 30	LONDON	Charing Cross Embankment	—	1 50	5 15	8 30
7/6	—	12/-	11 10	2 30	5 30	—	NORTHAMPTON	See foot note	10 45	—	—	5 30
8/3	—	13/3	12 0	3 20	6 20	—	MARKET HARBOUROUGH	9 The Square	9 57	1 27	4 37	—
8/6	—	14/-	12 18	3 35	6 35	—	KIBWORTH	—	9 42	1 12	4 21	—
9/-	12/-	14/-	12 39	3 55	6 55	—	OADBY	Post Office	9 21	12 51	4 1	—
9/6	—	15/-	12 45	4 0	7 0	—	LEICESTER	Midland Car Park, London Road	9 15	12 45	3 56	—
10/-	—	16/-	1 4	4 20	7 20	—	MOUNT SORREL	Allen's Garage	8 58	12 28	3 37	—
10/6	—	17/-	1 15	4 32	7 32	—	LOUGHBOROUGH	Market Place	8 45	12 15	3 26	—
10/6	—	17/-	2 0	5*15	8 15	—	NOTTINGHAM	Richardson's Car Park, Derby Road	8 0	11*30	2 45	—
—	—	—	—	—	2 15	—	LONDON	Charing Cross Embankment	—	1 50	—	—
—	—	—	—	—	5 30	—	NORTHAMPTON	See foot note	10 45	—	—	—
10/6	—	17/-	—	—	7 50	—	KEGWORTH	Post Office	8 25	—	—	—
10/6	—	17/-	—	—	8 5	—	LONG EATON	Market Place	8 10	—	—	—
10/6	—	17/-	—	—	8 15	—	SPONDON	Corner Shop	8 0	—	—	—
10/6	—	17/-	—	—	8 30	—	DERBY	Sanderson abd Holmes, London Road	7 45	—	—	—
—	The e Fares are subject to revision	—	—	—	2 15	—	LONDON	Charing Cross Embankment	—	1 50	—	—
8/6	—	14/-	—	—	5 30	—	NORTHAMPTON	See foot note	10 45	—	—	—
9/3	—	15/-	—	—	6 30	—	RUGBY	40 Church Street	9 45	—	—	—
11/-	—	17/9	—	—	7 5	—	COVENTRY	Pool Meadow Car Park	9 10	—	—	—
—	—	—	—	—	8 0	—	BIRMINGHAM	Dale End Garage	8 15	—	—	—
—	—	—	11 10	—	2 15	—	LONDON	Charing Cross Embankment	—	1 50	—	8 30
6/-	8/6	10/6	11 10	—	5 30	—	NORTHAMPTON	See foot note	10 30	—	—	5 30
6/6	9/-	11/-	11 37	—	6 0	—	WELLINGBOROUGH	Lloyd's Bank	10 12	—	—	4 58
8/-	—	13/6	11 58	—	6 22	—	KETTERING	Headland's Garage	9 52	—	—	4 38
8/6	—	13/6	12 23	—	6 48	—	THRAPSTON	Bridge Street	9 27	—	—	4 13
8/6	—	14/6	12 43	—	7 11	—	OUNDE	The Square	9 7	—	—	3 52
8/6	—	14/6	1 20	—	7 50	—	PETERBOROUGH	27 Long Causeway	8 30	—	—	3 15

FARES FROM NORTHAMPTON.		DAILY SERVICES FROM NORTHAMPTON.			
S.	R.				P.M.
—	—	—	—	—	5 30
2/6	4/-	—	—	—	6 30
4/3	7/3	—	—	—	7 30
To COAST—Thursday—Saturday. Return Friday and Monday.					
—	—	—	—	—	10 50
4/3	7/3	—	—	—	12 50
8/6	15/-	—	—	—	2 10
12/6	21/-	—	—	—	4 34
14/9	25/-	—	—	—	5 55
NORTHAMPTON* See foot note 10 50					
BRACKLEY H. W. Plank, Market Place 9 55					
OXFORD Cattle Market 9 0					
NORTHAMPTON* See foot note* 5 30					
OXFORD Cattle Market 3 30					
NEWBURY Oak Cafe Memorial 2 12					
SOUTHAMPTON Coach Station, Grosvenor Square 11 53					
BOURNEMOUTH Motor Station, Christchurch Road 10 30					
and INTERMEDIATE PLACES.					

These Times connect with our Services to and from our Midland Service.

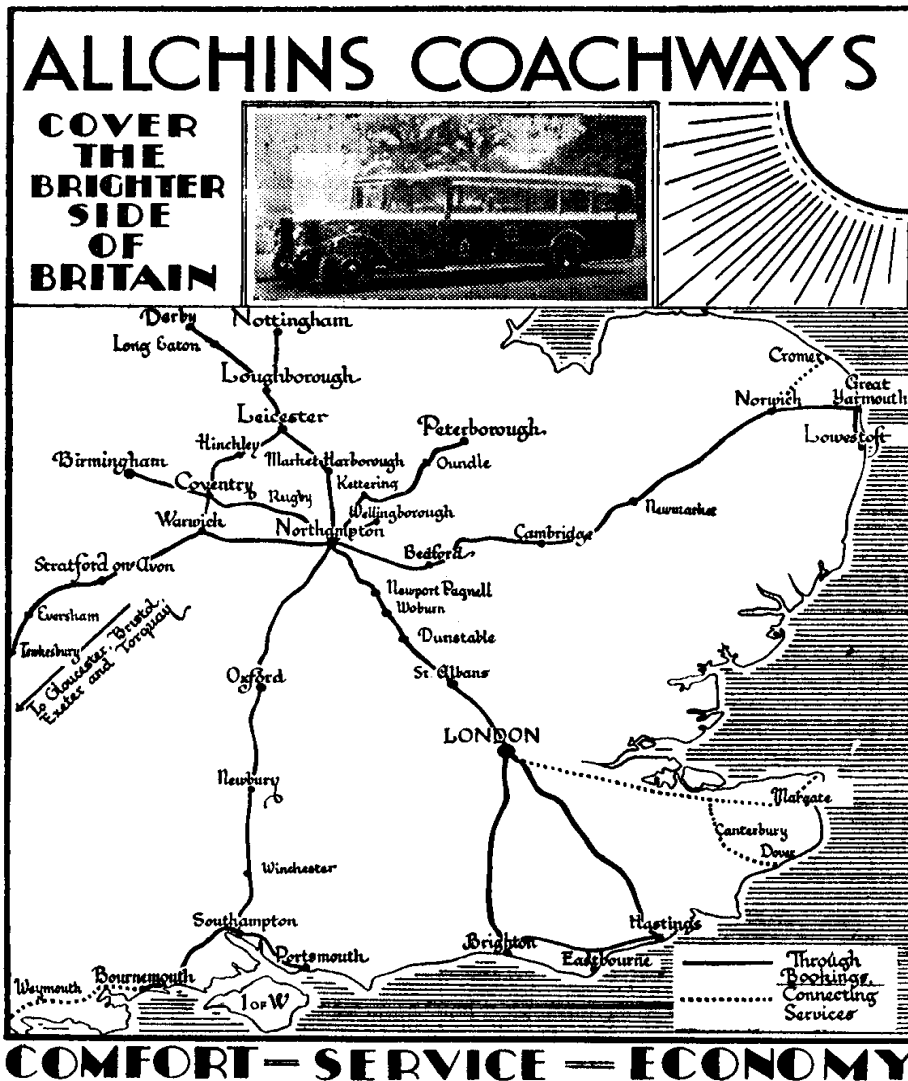
XMAS HOLIDAYS.—Special Services to TORQUAY—YARMOUTH—LOWESTOFT—BOURNEMOUTH—from MIDLANDS.  
 NORTHAMPTON TO NOTTINGHAM—DAILY 8-30 a.m. from 53 Abington Street. Return 6-30 p.m.  
 STARTING POINTS AT NORTHAMPTON.—8.30 a.m. to LONDON from Wood Hill. 10.45 a.m. to LONDON from Market Square. (Wednesdays and Saturdays from Campbell Square. \*2.15 p.m. to LONDON from 53 Abington Street. 5.30 p.m. to LONDON from Market Square. (Wednesdays and Saturdays from Campbell Square). \*Not Sundays.

A facsimile of Allchin's Luxury Coachways Midland Area timetable for November 1932.

However, all did not go to plan and again objections were raised by LM&S Railway, L&NE Railway, Nightingale & Sons of Northampton and Midland Red. Following a Public Sitting in Northampton in December 1932 the original application was withdrawn by Allchin's. Meanwhile Mayfair's continued operation of the service became more and more erratic as time went by.

A similar saga progressed concurrently in March and April 1932 when, with the agreement of Messrs W A Nightingale & Sons of Northampton, United Counties applied to the Traffic Commissioners to take over Nightingale's Northampton - Towcester -

Allchin's Luxury Coachways-Northampton



A facsimile of Allchins route diagram for 1932. Comparison with the 1930 diagram shown on page 19 will reveal that the Derby - Long Eaton - Loughborough section has been added; the Wolverhampton - Birmingham - Warwick section has been replaced by a Birmingham - Coventry section; a Nottingham - Leicester - Hinckley - Coventry - Warwick - Stratford-on-Avon - Tewkesbury route has been added, continuing to Torquay; the former London to Margate and Ramsgate service is now shown as a connecting service; the London - Reading - Salisbury - Exeter - Torquay route has been deleted as has the Oxford - Reading - Portsmouth service, although Portsmouth is now shown linked to Southampton.

Dunstable - London service. This application attracted the objections of the LM&S Railway, Allchin's, F & E Beeden of Northampton and S C Kingston of Silverstone who ran certain local services in conjunction with Nightingale's. A Public Sitting in May 1932 did not, apparently, result in a decision and eventually United Counties withdrew the application in November 1932.

Allchin's Luxury Coachways-Northampton



*One of the Mayfair Transport Company's Brockway coaches used on the London - Northampton - Leicester route. Unfortunately the registration number is not legible and it is not known whether this particular coach passed to Allchin's.*

*(Photo courtesy The Omnibus Society)*

The matter rested here until May 1933 when Allchin & Son applied to the Traffic Commissioners to take over that portion of Nightingale's Northampton to London route that lay between Northampton and Hockliffe. Concurrently the Traffic Commissioners had before them renewal applications from both Nightingale's and Mayfair for their Northampton to London and Leicester to London routes. Another Public Sitting was arranged for 1st August 1933 and the above three application were considered at the same time. The outcome was that Allchin's Northampton to Hockliffe service was granted providing two services daily throughout the year effective from 1st October 1933. From the same date the Nightingale renewal application was considered to be non-effective and the Mayfair application for renewal was refused.

United Counties was conspicuous by its absence from the list of objectors to Allchin's taking over Mayfair Transport Company's and Nightingale's London express services, despite its wish to acquire such licences itself. This was undoubtedly because arrangements were in hand for United Counties to acquire both Nightingale's and Allchin's businesses. In the case of Allchin's Luxury Coachways, J Frederick Heaton, the Company's Chairman, had interviewed Alfred Allchin in the summer of 1933 with acquisition in mind but the price Mr Allchin was asking was, in J F Heaton's view,

Allchin's Luxury Coachways-Northampton

OCTOBER 1933.

### ALLCHIN'S LUXURY COACHWAYS FARE TABLE.

	ST. ALBANS.			BARNET.			LONDON.		
	S.	R.	D.R.	S.	R.	D.R.	S.	R.	D.R.
DUNSTABLE .....	—	—	—	3/-	5/-	4/-	3/6	5/6	4/6
HOCKLIFFE .....	3/-	—	—	3/6	5/-	4/6	4/-	5/6	5/-
BRICKHILL .....	4/-	—	—	4/6	7/6	6/-	4/6	8/-	6/6
FENNY STRATFORD .....	4/-	—	—	4/6	7/6	6/-	4/6	8/-	6/6
LOUGHTON .....	4/-	7/6	6/-	4/6	8/6	7/-	5/6	9/-	7/6
STONY STRATFORD .....	4/-	7/6	6/-	4/6	8/6	7/-	5/6	9/-	7/6
POTTERS PURY .....	4/-	7/6	6/-	4/6	8/6	7/-	5/6	9/-	7/6
TOWCESTER .....	5/-	8/-	7/-	5/6	9/6	7/6	6/-	10/-	8/-

#### ADDITIONAL CONNECTIONS TO AND FROM LONDON.

READ DOWN.			READ UP.		
a.m.	p.m.		a.m.	p.m.	
8 10	6 30	LONDON .....	Samuelson's Coach Station	11 26	9 26
10 5	8 25	HOCKLIFFE .....	"White Horse" .....	9 29	7 29
10 17	8 37	BRICKHILL .....	Old Homestead .....	9 12	7 12
10 27	8 47	FENNY STRATFORD .....	Bridge Inn .....	9 7	7 7
10 39	8 59	LOUGHTON .....	Bowler, London Road .....	8 52	6 52
10 47	9 7	STONY STRATFORD .....	65 High Street .....	8 47	6 47
10 52	9 12	POTTERS PURY .....	Osborne Sunbeam Villa.....	8 40	6 40
11 9	9 29	TOWCESTER.....	High Street .....	8 25	6 25

#### ALTERATIONS FROM OCTOBER 1st ON ALLCHIN'S SERVICES.

DEPARTURES from SAMUELSONS' COACH STATION opposite LONDON  
COASTAL COACH STATION, VICTORIA.

6.30 p.m. from LONDON continued to LEICESTER.

2.45 p.m. from NOTTINGHAM leaves 3.15 (half hour later).

8.30 a.m. from NORTHAMPTON leaves 8.15 (15 minutes earlier).

### ALLCHIN'S LUXURY COACHWAYS

53 Abington St., Northampton.

PHONE 181.

23 CHANDOS STREET, LONDON.

Phone Temple Bar 6374/5.

—Agents in all Districts.—

Allchin's timetable for the remnants of the Nightingale's and Mayfair London services effective from 1st October 1933. Clearly timings on other services were provided to cater for former Mayfair passengers travelling between London and Leicester. Hockliffe was on Allchin's normal Northampton - Newport Pagnell - Woburn - Hockliffe - London route, enabling the provision of through journeys to London to continue.

.....  
■ Allchin's Luxury Coachways-Northampton ■  
.....

excessive. By the autumn Mr Heaton had approached Mr Allchin with the suggestion that a new company should be formed to take over United Counties' present coastal services, excursions and private hire work, as well as Allchin's services. The shares in the new company would, it was suggested, be held 75% by United Counties and 25% by Messrs Allchin & Son and Mr Heaton offered to pay £25,000 as the consideration for the transfer of Allchin's services and assets.

This latter suggestion did not, however, get off the ground and on 17th November 1933 United Counties entered into an Agreement with Allchin & Son for the outright purchase of Allchin's Luxury Coachways with the exception of the Torquay excursions and tours business. A total of thirty-one vehicles were included in the transaction and leasehold premises situated at 53 Abington Street, Northampton, 23 Chandos Street, Westminster and 65A Broad Street, Birmingham were assigned to United Counties. Allchin's retained the Kingsthorpe Grove, Northampton property which was not required by United Counties. The vehicles were valued at £16,000 and the rest of the business and goodwill amounted to £17,500 making a total sale price of £33,500. United Counties did not purchase the right to use the Allchin name and the effective date of transfer was 1st December 1933. The agreement provided for Alfred William Allchin to be employed by United Counties as a manager for three years. In fact this arrangement was terminated by mutual consent on 30th November 1935, after which date Alfred William Allchin moved to Devon where he lived in Mead Road, Torquay. Alfred Allchin senior, who was 69 years of age at the time of the United Counties take-over, retired but later died at his home in Primrose Hill, Northampton in 1942.

It will be recalled from earlier parts of this narrative that Allchin's originally operated haulage services and were agents for the sale of REO vehicles. With regard to the REO dealership it is believed that this was terminated around 1930/1 when the proposed introduction of import duties threatened the future of many American imports. The haulage side of the business, started in 1921, was developed to include regular daily services between Northampton and Leicester, Northampton and London and Northampton and Derby although the operation was small in comparison to the passenger side of the business. By the Autumn of 1933 it appears that only the Northampton to Leicester service remained and at the end of September 1933 the goodwill of this was sold for £200 to Messrs Goode & Marlow of Desborough, a firm still in existence today (2004).

That really ends the story of Allchin & Son in Northamptonshire but, as mentioned earlier, United Counties did not acquire the Allchin's operations in Torquay. These were continued by Alfred William Allchin who still used the "Allchin's Luxury Coachways" trading name, and sometimes "Allchin's Luxury Coaches". Five vehicles were retained from the former fleet and these comprised four REOs registered NH7313, NH8263, NH8518 and VV10, together with one Daimler CF6 registered NH9865. These five coaches appear to have maintained the Allchin fleet until 1936.

In 1934, following bankruptcy, the assets of the old established Torquay coach firm of Cawdle were sold piecemeal and, no doubt funded by the proceeds of the Northampton

.....  
■ Allchin's Luxury Coachways - Northampton ■  
.....

sale, Allchin's moved into Cawdle's former office in Lucius Street and the nearby Belgrave Garage in Tor Church Road, relinquishing the previous booking office at 44A Fleet Street but retaining the office at 23 Victoria Parade.

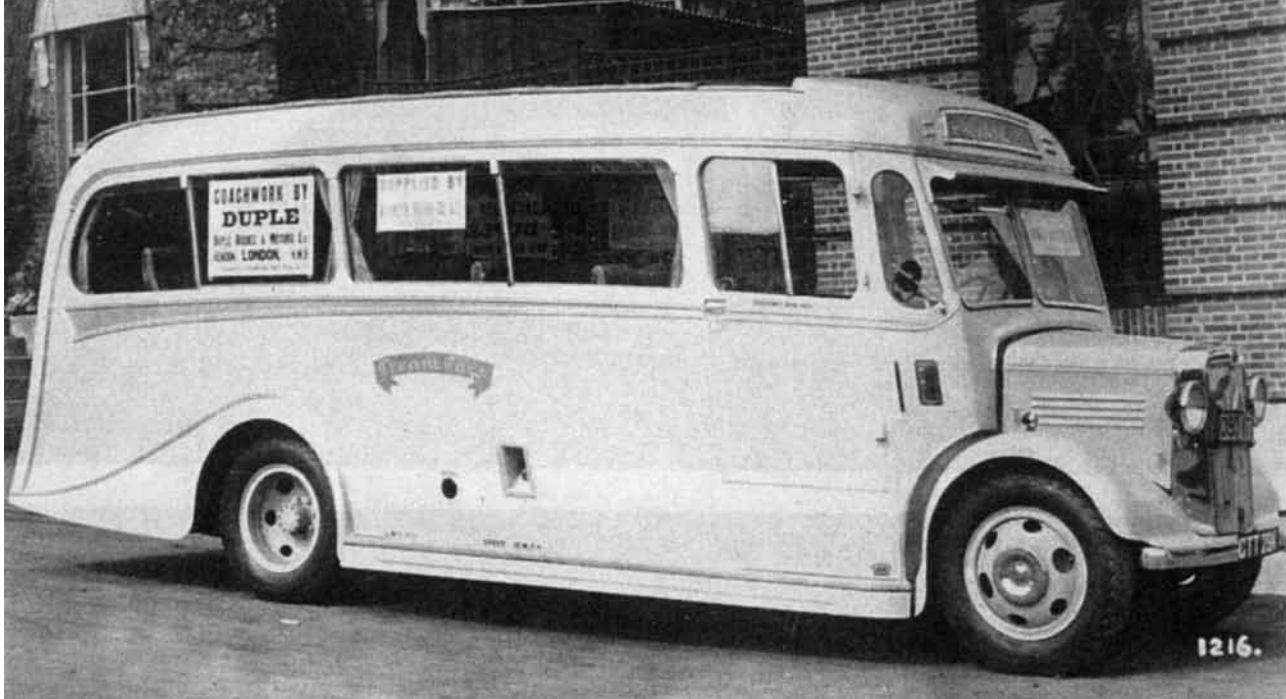
In 1936 a pair of twenty-five seat Bedford WTB coaches with Duple bodies was added to the fleet, being registered AOD 143 and AOD 574 when delivered in April and May respectively. In all probability a new cream livery was chosen for these Bedford coaches and the excursions thereafter operated under the "Cream Cars" title. A second-hand Daimler CF6 with Burlingham bodywork was bought around this time but operated only for a couple of seasons. In 1937 another two twenty-five seat Duple bodied Bedford WTBs joined the fleet in April and June and these were registered CTT 294 and CTT 907 and REO Pullman VV 10 was sold at around this time. Presumably the older REOs and the Daimler CF6 NH 9865 were thereafter used only on the shorter morning and afternoon tours. For the 1938 season a Wise bodied Opel 8W twenty-seven seat coach registered EUO 640 was added to the rolling stock whilst in 1939 a further Bedford WTB with Duple coachwork was purchased and registered COD 380. This was the final coach bought by Allchin's as, following the outbreak of War, the operation of excursions and tours soon came to a halt. Probably some operations were undertaken during 1940 but these would have been the last. However, early in 1939 Alfred William Allchin formed a company called **Cream Cars (Torquay) Ltd**, registered on 11th February 1939 with a capital of £10,000. The Directors were Alfred W Allchin and Dorothy I Allchin of Bradfield, Mead Road, Torquay and the registered office was at Lucius Street, Torquay.



EXPLORE THE WEST COUNTRY BY "CREAM CARS"  
ALLCHIN'S LUXURY COACHES, LUCIUS STREET, TORQUAY.

*This photograph of Bedford WTB registered AOD 143 was used on Allchin's postcards.*

Allchin's Luxury Coachways-Northampton



*The Bedford WTB with Duple coachwork made an attractive coach and CTT 294 shown in this picture was known as an "Observation Pullman". Its roof apparently folded back completely to the rear bulkhead waistrail. (Photo courtesy Duple Motor Bodies)*

At this stage Alfred Allchin participated in a small timber business whilst, after the War, his wife Dorothy bought a former Ministry of Food store at Widecombe-in-the-Moor at auction in 1949 and in the following year opened the Green Restaurant. Alfred William Allchin died on 9th January 1966 whilst his wife continued to run the restaurant until her death on 9th May 1984. After this time Alfred and Dorothy Allchin's two daughters continued with the restaurant until February 1998 when they retired. Literally thousands of coach passengers must have been served meals at the Green Restaurant at Widecombe over the many years members of the Allchin family ran this establishment.

*The "Green Restaurant" at Widecombe-in-the-Moor.*





Allchin's Luxury Coachways-Northampton

## Special Days for Special Tours

BY THE

# CREAM CARS

(ALLCHIN'S LUXURY COACHES)

### Suggestions for the Week

#### DAILY (except Saturday and Sunday)

a.m.			
9.45	GRAND CORNISH TOUR to LOOE and POLPERRO		
10.30	RIGHT ACROSS DARTMOOR to DARTMEET, PRINCETOWN AND PLYMOUTH, including Holne Chase, New Bridge, Two Bridges, and Totnes	10/-	

#### SUNDAY

2.30	DARTMEET AND HOLNE CHASE	6/6	
2.30	COASTAL TOUR TO SLAPTON SANDS AND DARTMOUTH	6/-	

#### MONDAY

9.15	LYNTON AND LYNMOUTH	13/6	
10.30	SALCOMBE AND SLAPTON	8/-	

#### TUESDAY

9.15	CLOVELLY AND WESTWARD HO!		
------	---------------------------	--	--

#### WEDNESDAY

9.15	CLOVELLY AND BUDE	13/6	
9.15	LYNTON, LYNMOUTH AND WATERSMEET	13/6	

#### THURSDAY

9.15	CLOVELLY AND WESTWARD HO!	13/6	
9.15	ILFRACOMBE AND THE BRAY VALLEY	12/6	

#### FRIDAY

10.30	LYDFORD AND OKEHAMPTON	10/6	
10.30	FINGLE GORGE AND TEIGN VALLEY	8/-	

Travel in Comfort by Allchin's Luxury Coaches

THE

# CREAM CARS

LUCIUS STREET BELGRAVE ROAD CARY PARADE  
Tel. 2743 & 2660 AND AGENTS Tel. 2743 & 2660

A BONE. TORQUAY.

*A facsimile of a "Cream Cars" excursion leaflet listing suggested tours.*

# Bygone Buses

of  
NORTHAMPTONSHIRE

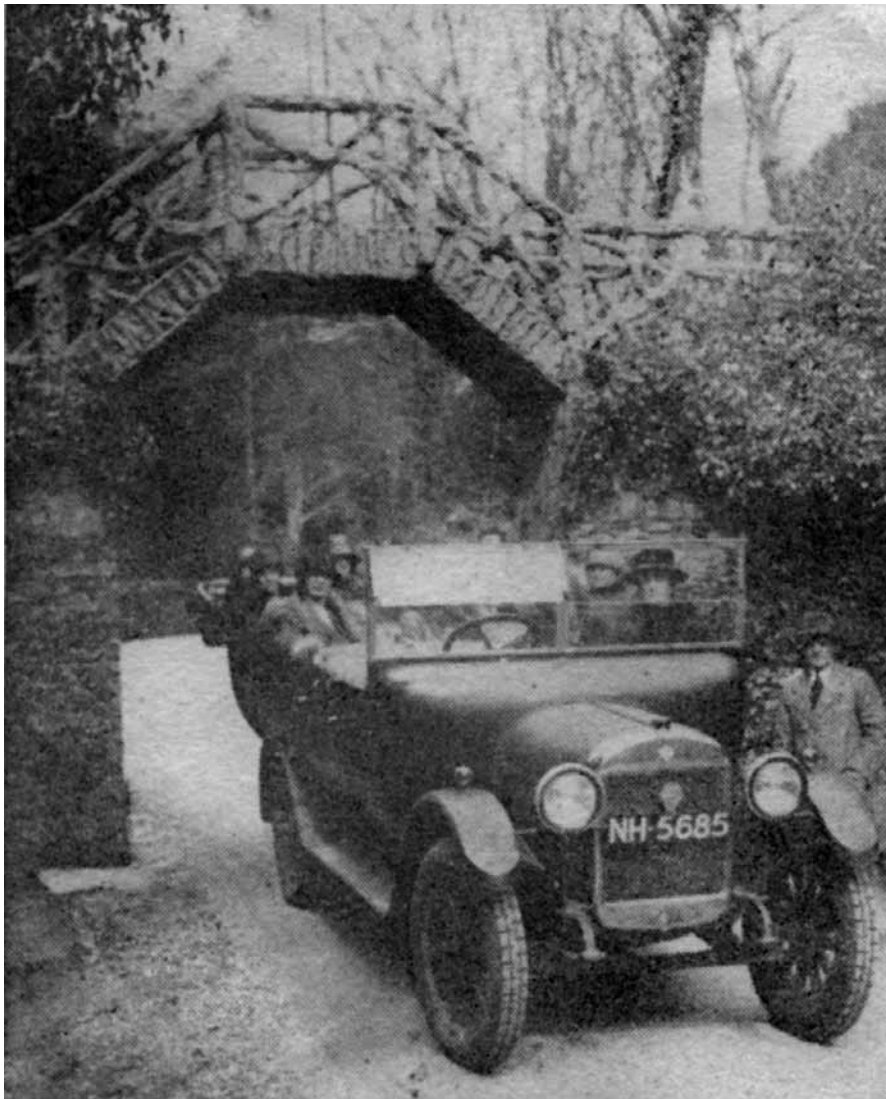
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■ Allchin's Luxury Coachways-Northampton ■

Returning to Alfred William Allchin's Torquay coaching business, the goodwill of Cream Cars excursions and tours licence was sold, after the War, to a Mr A E Thomas, a Chagford bus operator, Allchin's vehicles had been disposed of during the War and the premises vacated .

That concludes this story of the extraordinarily innovative Allchin family, who built up an extensive network of long-distance coach services and tours during the "Roaring Twenties" when such ventures were in their infancy. There was never anything half-hearted in what the Allchin's did - theirs was a bold enterprise.

*I am grateful for the assistance of Les Folkard, Roger Grimley, Alan Lambert, Frank Simpson and Joy Simpson who have all supplied information for this paper.*



*Since this paper was first written an additional Allchin vehicle has been discovered which was a fourteen seater REO F charabanc registered NH 5685 circa July 1924. Allchin's retained it for only about a year.*

Alchin's Luxury Coachways - Northampton

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	? NH 4226? ?	A.E.C. Sunbeam "			Lorry/Bus Ch14 Ch14				-/20 -/22 -/22		Ex-War Department " " "		
Possibly seven vehicle acquired between 1922 and June 1924 about which nothing is known													
10	NH 5480	Thornycroft		100256		Ch19		4/24	-	by 5/28		North Wales operator	1
	NH 5545	REO	F	100370		Ch		5/24	-	12/33		No further owner	
	NH 5685	"	F			Ch14		c7/24	-	by 8/25		J A Prior, Dunchurch	1A
	NH 6050	"				Ch		-/25	-			No further owner	
	NH 6139	"	W	713		1. Ch18		4/25	-	-			
	NH 6335	"				2. C20D		-	-	12/33		United Counties (345)	2
	NH 6336	"	F	101359		Ch14?		6/25	-	by 12/33		No further owner	
	NH 6448	"				Ch14		"	-	c-/28		Coombs, N'pton	
	NH 6509	"				Ch14?		-/25	-			No further owner	
	NH 6509	"				Ch14		-/26	-	9/31		Scrapped 9/31	
	NH 5713?	Maxwell	21hp			C20		-/24	2/26	by 6/30	J Mann, Northampton		
	NH 7106	REO	Pullman	W2219		C20F		7/26	-	12/33			
	NH 7313	"	"			AW20F		11/26	-	12/33		Allchin, Torquay	
	UO 2732	"	"	W3221		Ch19		5/27	-	by 9/33		Scrapped 9/33	
	UO 2733	"	"	W3229?		"		"	-	by 9/32		Scrapped 9/32	
	UO 2734	"	"	W3228		"		"	-	by 9/33		Scrapped 9/33	
	UO 2735	"	"	W3229?		"		"	-	by 9/33		Converted to a lorry	
	NH 7792	"	"	2929		Ch26		6/27	-	9/31		Scrapped 9/31	
	NH 8263	"	"			AW20D		4/28	-	12/33		Allchin, Torquay	
	NH 8264	"	"	138	Weymann	C20DT		"	-	9/33		Scrapped 9/33	
	NH 8518	"	"			AW20		6/28	-	12/33		Allchin, Torquay	
	NH 9177	Daimler	CF6	7147S	Hall Lewis	C26D		5/29	-	"		United Counties (333)	3
	NH 9178	"	"	7149S	"	C24D		"	-	"		" " (334)	3
	NH 9179	"	"	7151S	"	C26D		"	-	"		" " (335)	3
	NH 9227	"	"	7215S	"	C24D		6/29	-	"		" " (336)	3
	DV 1275	"	"	7213S	"	"		"	-	"		" " (329)	3
	DV 1276	"	"	7153S	"	"		"	-	"		" " (330)	3
	DV 1310	"	"	7207S	"	C26D		"	-	"		" " (331)	3
	DV 1311	"	"	7211S	"	"		"	-	"		" " (332)	3
	NH 9360	REO	Pullman	GE81	Duple	C20D	1723	8/29	-	"		" " (341)	
	NH 9361	"	"	GE100	"	"	1724	"	-	"		" " (342)	
	NH 9362	"	"	GE79	?	"		"	-	"		Mrs J Brown, Wolverton	
	NH 9363	"	"	GE98	Buckingham	"		"	-	"		United Counties (343)	
	NH 9375	"	"	GE82	?	C26D		"	-	"		A R T Head, Lutton	

Notes: - General - Body codes: Ch = Charabanc; AW = All weather coach with fabric roof; C - Saloon coach.

1 - Named "Her Majesty".

2 - Rebodyed or rebuilt C20F - 11/25.

1A - Additional vehicle identified since paper NN-AL3 first written.

3 - The bodies fitted to NH 9177/8/9/227 and DV 1275/6/310/1 have traditionally been accredited to Lewis & Crabtree. NH 9178 definitely had a Hall Lewis body and probably the rest did also.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
NH 9861		Daimler	CF6	7249S	Duple	C24D	1880	4/30	-	"		United Counties (337)	
NH 9862		"	"	7263S	"	"	1881	"	-	"		" " (338)	
NH 9863		"	"	7239S	"	"	1884	"	-	"		" " (339)	
NH 9864		"	"	7245S	"	C26D	1882	"	-	"			
NH 9865		"	"	7265S	"	"	1883	"	-	12/33		Allchin, Torquay	
NH 9866		"	"	7247S	"	C24D	1885	"	-	"		United Counties (340)	
VV 5		"	"	7668S	Park Royal	C26D		6/30	-	"		" " (322)	
VV 6		"	"	7664S	"	"		"	-	"		" " (323)	
VV 7		"	"	7662S	"	"		"	-	"		" " (324)	
VV 8		"	"	7670S	"	"		"	-	"		" " (325)	
VV 9		REO	Pullman	GE179	Duple	C20D	1886	"	-	"		" " (326)	
VV 10		"	"	GE155	"	C20D	1887	"	-	"		Allchin, Torquay	
VV 11		"	"	GE159	"	C24D	1888	"	-	"		United Counties (327)	
VV 12		"	"	GE160	"	"	1889	"	-	"		" " (328)	
VV 691		Leyland	Tiger TS3	61646	"	C32R	2339	5/31	-	"		" " (316)	
VV 692		"	"	61647	"	"	2340	"	-	"		" " (317)	
VV 693		"	"	61651	"	"	2341	"	-	"		" " (318)	
VV 694		A.E.C.	Regal	6621049	"	"	2342	"	-	"		" " (319)	
VV 695		"	"	6621050	"	"	2343	"	-	"		" " (320)	
VV 696		"	"	6621051	"	"	2344	"	-	"		" " (321)	
YX 5077		Brockway	16	23723	?	?		7/28	10/32	"	Mayfair Transport Co Ltd	" " (344)	
GU 9507		"	"	25749	Duple	C20F	1486	4/29	"	"	" " " "	" " (346)	
<b>ALLCHIN'S TORQUAY FLEET POST 12/1933:</b>													
NH 7313		REO	Pullman			AW20F		11/26	-	11/39		Scrapped 11/39	
NH 8263		"	"			AW20D		4/28	-	"		Scrapped 11/39	
NH 8518		"	"			AW20		6/28	-	11/41		Scrapped 11/41	
NH 9865		Daimler	CF6	7265S	Duple	C26D	1883	4/30	-	9/39		Scrapped 9/39	
VV 10		REO	Pullman	GE155	"	C20D	1887	6/30	-	-/37		Clatworthy, Tiverton	
AOD 143		Bedford	WTB	110378	"	C25F	7225	4/36	-	-/40		Young, Bath	
AOD 574		"	"	110316	"	"	7226	5/36	-	9/37		Scrapped	
FV 449		Daimler	CF6	7270S	Buckingham	C32		8/29	-/36	9/37	J Bracewell, Blackpool		
CTT 294		Bedford	WTB	111190	Duple	C25F	8965	4/37	-	9/38		Isle of Man operator	
CTT 907		"	"	111506	"	"	2278/2	6/37	-	-/40		Chandler, Wantage	
EUO 640		Opel	8W	7157	Wise	C27F		7/38	-	-/40		Harding, Bristol	
COD 380		Bedford	WTB2	19645	Duple	C26F	6389/2	6/39	-	"		Field, Paulton (-/43)	
<b>The following, all believed to have been cars licensed as PSVs, worked in Devon:</b>													
KP 3984		?			-			-/29					
GO 9788		?			-	6		5/31					
NV 3861		Hudson	28.8hp	C253686	-	6		5/34	?	c-/40		Harris, East Looe	
VV 3045		Studebaker		517665H	-			7/34	?	6/40		Ministry of Supply, Ldn	

Notes: -