

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-PE4

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**PETERBOROUGH ELECTRIC  
TRACTION Co Ltd (74562)**

**Lincoln Road**

**PETERBOROUGH**

The Peterborough Electric Traction Co Ltd was incorporated on 5th August 1902 by the British Electric Traction Co Ltd to manage its Peterborough tramway system that was then in the course of construction. The Board of Trade inspected the system on 23rd January 1903 and after that date the Market Place to New England and Walton service commenced public operation. Routes to Dogsthorpe and Newark soon followed and the trams ran for the next twenty-seven years until abandonment came effectively in August 1930 but not officially until 15th November that year.

The history of Peterborough's electric trams has already been published by G D Austin in a booklet entitled "Peterborough Tramways" published by the Greater Peterborough Arts Council in 1975 and copies of this work can often be found on the Internet.

In addition the PSV Circle / Omnibus Society / Eastern Counties Omnibus Society Fleet History 2PF1 which traces the history of the Eastern Counties Omnibus Co Ltd also contains sections relevant to the Peterborough Electric Traction Co Ltd and details its fleet from 1902 to 1931 when the Company was absorbed into Eastern Counties.

Consequently it is not the intention of the Author to add much to what has already been written save to clarify certain fleet and service details during the Company's earlier years of bus operation. The P.E.T. first operated motor buses in 1913 when in March of that year two 24-seater charabancs and two 26-seater saloons were registered as FL 533-6. The chassis of these 30hp machines were by Straker-Squire with the charabanc bodies being built by Birch Bros and the saloons by Brush. Incidentally, the Watch Committee Minutes of the City Council record all four vehicles as seating 28 passengers. A similar Brush bodied Straker-Squire was added to the fleet in February 1914 registered FL 691 and once again the Company recorded it as seating 26 whilst the Council specified it as seating 28.

Early in 1915 the Government requisitioned at least four of the Straker-Squires and in all probability took the lot. The parent Company B.E.T. sent five Leyland S3.30.T saloon

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Torestyn" 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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P. E. T. Co. Ltd. - PETERBOROUGH



*FL 536 was a Brush bodied Straker-Squire "Combination Car" photographed when new in 1913.*

*(Photo courtesy Brush Electrical Engineering Co Ltd).*

buses with Brush B28F bodies from Barnsley & District to Peterborough to replace the buses requisitioned by the Military Authorities. These were registered HE8/9/45/47/48 and all dated from 1913.

By January 1918 Straker-Squires FL 533, FL 535 and FL 691 had been returned to Peterborough and FL 534/6 presumably followed shortly afterwards. In July 1919 two new Leyland S5 chassis registered FL 1561/2 and carrying bodies seating thirty-two passengers entered service with the Peterborough Company.

The tramways dominated the Company's operations and its motor buses appeared to play a comparatively minor role in the earlier years. On the next page is appended a timetable dated May 1917 showing the Company's main routes which were from Peterborough via Stanground to Whittlesey daily except Tuesdays and Thursdays; from Peterborough via Newark and Eye to Crowland on Wednesdays, Saturdays and Sundays; and from Peterborough via Werrington and Glington to Market Deeping on Wednesdays, Saturdays and Sundays. By 1919 the Whittlesey service was operating additionally on Tuesdays and Thursdays but otherwise the timetables were unchanged.

P. E. T. Co. Ltd. - PETERBOROUGH

<b>MOTOR OMNIBUS TIME TABLES.</b>										
<b>PETERBOROUGH, STANGROUND, and WHITTLESEY.</b>										
<b>DAILY - EXCEPTING TUESDAY AND THURSDAY.</b>										
	E.	S.O.						S.	S.	S.
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Peterborough dep.	10 30	11 45	12 45	2 0	3 15	4 30	5 45	7 0	8 15	9 30
Stanground ..	10 40	11 55	12 55	2 10	3 25	4 40	5 55	7 10	8 25	9 40
Whittlesey arr.	11 0	12 15	1 15	2 30	3 45	5 0	6 15	7 30	8 45	10 0
Whittlesey dep.	11 5	12 20	1 20	2 35	3 50	5 5	6 20	7 35	8 50	10 5
Stanground ..	11 30	12 45	1 45	3 0	4 15	5 30	6 45	8 0	9 15	10 30
Peterborough arr.	11 40	12 55	1 55	3 10	4 25	5 40	6 55	8 10	9 25	10 40

S.—Saturdays and Sundays only. E.—Sundays excepted. S.O.—Saturdays only.

  

<b>PETERBOROUGH and CROWLAND</b>										
<b>(VIA NEWARK AND EYE) ON DAYS MENTIONED BELOW.</b>										
		Wednesdays.			Saturdays.			Sundays.		
		a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Peterborough dep.		9 0	2 0	5 30	9 0	2 0	5 30	10 0	2 30	6 0
Eye Church ..		9 20	2 20	5 50	9 20	2 20	5 50	10 20	2 50	6 20
Crowland ..	arr.	9 40	2 40	6 10	9 40	2 40	6 10	10 40	3 10	6 40
Crowland ..	dep.	9 45	3 15	6 15	9 45	3 15	6 15	10 45	3 45	7 15
Eye Church ..		10 5	3 35	6 35	10 5	3 35	6 35	11 5	4 5	7 35
Peterborough	arr.	10 25	3 55	6 55	10 25	3 55	6 55	11 25	4 25	7 55

  

<b>PETERBOROUGH &amp; MARKET DEEEPING.</b>					
<b>ON DAYS MENTIONED BELOW.</b>					
	Wednesdays & Saturdays.			Sundays.	
	a.m.	p.m.	p.m.	p.m.	p.m.
Peterborough ...dep.	9 15	4 0	8 30	12 0	3 0
Werrington ..	9 35	4 20	8 50	12 20	3 20
Glington ..	9 45	4 30	9 0	12 30	3 30
Mkt. Deeping ...arr.	9 55	4 40	9 10	12 40	3 40
Mkt. Deeping ...dep.	10 0	4 45	9 15	12 45	3 45
Glington ..	10 10	4 55	9 25	12 55	3 55
Werrington ..	10 20	5 5	9 35	1 5	4 5
Peterborough ...arr.	10 40	5 25	9 55	1 25	4 25

  

<b>FARES:</b>	
PETERBOROUGH	a n d
WHITTLESEY	8d.
PETERBOROUGH	a n d
CROWLAND	10d.
PETERBOROUGH	a n d
MARKET DEEEPING	10d.

Intermediate distances in proportion.

**P. R. BLAKE, Manager.**  
Peterborough Electric Traction Co., Ltd.

The Peterborough Electric Traction Company's bus timetable for May 1917.

However, a couple of years later the range of services had been expanded. Shown on Page 4 is an extract from the Peterborough Guide for 1921 which shows the scope of the services being operated by the P.E.T. at that time. The route between Peterborough and Wansford via Castor was inaugurated on 29th January 1921.

It was not until 1924 that the Peterborough fleet really expanded and in the second half of the 1920s the company acquired the businesses of a handful of independent operators. The PSV Circle Fleet History contains many details of the Company's history during this period.

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P. E. T. Co. Ltd. - PETERBOROUGH

### Motor Bus Services.

The Peterborough Electric Traction Co. Ltd. runs the following services:—

**Peterborough to Spalding**, through Eye and Crowland. Time taken, about one hour and a quarter. Fare 2/9.

**Peterborough to Whittlesey**, through Stanground. Time taken, half an hour. Fare 1/-.

**Peterborough to Oundle**, through Alwalton, Elton, and Warmington. Time taken, about an hour. Fare 1/6.

**Peterborough to Yaxley**, through Stanground and Farcet. Time taken, half an hour. Fare 10d.

**Peterborough to Crowland**, through Eye. Time taken, 40 minutes. Fare 1/3.

**Peterborough to Market Deeping**, through Glinton. Time taken, 45 minutes. Fare 1/3.

**Peterborough to Wansford**, through Castor. Time taken, 35 minutes. Fare 1/2.

**Peterborough to Sawtry**, through Norman Cross, Stilton, and Glatton. Time taken, 55 minutes. Fare 1/8.

**Peterborough to Woodston**. Saturdays only, from 12 noon and at half-hourly intervals until 9.30 p.m. Fare 3d.

Visitors will find many ancient churches and other buildings of great historic interest in the villages on the different routes of the motor buses.

*Above: The Peterborough Guide for 1921 showing the P.E.T.'s bus routes.*

*Right: A leaflet for the Peterborough to Wansford route showing it was inaugurated on 29th January 1921.*

**The Peterborough Electric Traction Co. Ltd.**  
**MOTOR BUS SERVICE**  
**PETERBOROUGH**  
**AND**  
**WANSFORD**  
**Via CASTOR**  
**WEDNESDAYS & SATURDAYS ONLY.**

Commencing on Saturday, January 29th, 1921, a Motor Bus Service will be run as under:—

	a.m.	S		S		
		11	0	1	0	3
PETERBORO'	9 0	11 0	1 0	3 0	5 0	9 0
Castor	9 20	11 20	1 20	3 20	5 20	9 20
Wansford (arr.)	9 35	11 35	1 35	3 35	5 35	9 35
" (dep.)	9 45	11 45	1 45	3 45	5 45	9 45
Castor	10 0	12 0	2 0	4 0	6 0	10 0
Peterboro'	10 20	12 20	2 20	4 20	6 20	10 20

S Saturdays only.

**FARES**

Peterborough & Westwood Park	2d.
" Thorpe (Huntsman Inn)	4d.
" Milton Ferry	6d.
" Castor (Fitzwilliam Arms)	8d.
" Ailsworth (Wheat Sheaf)	9d.
" Sutton Cross Road	1/-
" Wansford (Post Office)	1 2

All Children (except infants in arms) must be paid for.

The Company do not hold themselves responsible for any loss, damage, injury or delay to passengers arising from any cause whatsoever.

Tramway Depot  
Lincoln Road,  
Peterborough.

A. ANDERSON,  
Manager.

28/1/21. (D.H.P.)