

Bygone Buses

of
NORTHAMPTONSHIRE

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K.W. Services Ltd (321960) **High Street, BLAKESLEY, later** **Badby Road West, DAVENTRY**

KW Services Ltd was incorporated as a Private Company on 16th December 1936 with a nominal capital of £3,000 divided into 3,000 Shares of £1 each. The Subscribers and Directors were John William Kingston, Omnibus Proprietor of Woodend and John Welton, Omnibus Proprietor of Maidford, each taking one Share. The Registered Office of the company was High Street, Blakesley and the initial Secretary was William George of Messrs Morgan & George, Solicitors, Silver Street, Wellingborough who acted for the interested parties in the formation of the company.

On 8th January 1937 a further 700 Shares were allotted, with 350 each being taken by Henry James Harrison of Wellingborough, described as a General Manager and by George William Bates, also of Wellingborough and described as a Motor Engineer. Messrs Bates and Harrison were the owners of the well-known Wellingborough hauliers Express Transport Service Ltd. At that point there were 702 Shares allotted in KW Services Ltd as, it will be recalled, Kingston and Welton each held one Share.

The next stage of events reached fruition on 12th February 1937 when an Agreement was made between John Welton and John William Kingston on the one part and KW Services Ltd on the other part. The agreement was that Kingston and Welton would sell their operations trading as KW Services to the new limited company for the sum of £1,962. The Goodwill of the business was valued at £500 and the vehicles, stock-in-trade assets and effects represented the remaining £1,462.

The purchase price of £1,962 was met by the allotment of £1,908 fully paid up Shares in KW Services Ltd to Messrs Kingston and Welton, with the balance of £54 paid in cash. The sale took effect from 1st January 1937 and by the date of this agreement, J W Kingston had become Secretary of KW Services Ltd. Of the 1908 Shares allotted as indicated above, John Welton received 1,058 and William Kingston received 850 indicating that the two men's financial interests in the original KW Services were either never equal or had become imbalanced at the time Philip Kingston withdrew from the original partnership. Furthermore on 12th February 1937 an additional 190 Shares were allotted to each of the two Wellingborough businessmen who subscribed to KW Services Ltd at its formation. Therefore, at 12th February 1937 the Shareholdings were as follows:-

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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K.W. Services Ltd - Blakesley/Daventry
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J Welton -	1,059 Shares
J W Kingston -	851 Shares
H J Harrison -	540 Shares
G W Bates -	540 Shares
Total	2990 Shares

From this it will be seen that the authorised capital of the Company had been almost entirely issued so, concurrently on 12th February 1937, the nominal capital was increased to £4,000 in £1 Shares. Just two months later, on 23rd April 1937, Messrs Harrison and Bates each sunk a further £400 into the business which brought their individual Shareholdings above the level of William Kingston's.

The acquisition of KW Services by the limited company caused eleven applications to be deposited with the Traffic Commissioners for Road Service Licences to continue the existing services, in a few cases with minor revisions, licences applied for and granted were as follows:-

- TER 3165/1 - Stage - Woodend to Banbury, Town Hall - Thursdays.
- TER 3165/2 - Stage - Woodend to Northampton (Plough) - Saturdays & Sundays.
- TER 3165/3 - Stage - Eydon to Northampton (Plough) - Saturdays & Sundays.
- TER 3165/4 - Stage - Maidford to Banbury, Town Hall - Thursdays & Sundays.
- TER 3165/5 - E & T - Blakesley, High Street.
- TER 3165/6 - Stage - Little Preston - Northampton (Plough) - Wednesdays.
- TER 3165/7 - Stage - Woodend to Northampton (Plough) - Wednesdays & Saturdays.
- TER 3165/8 - E & T - Woodford Halse.
- TER 3165/9 - Stage - Blakesley to Banbury, Town Hall - Thursdays & Saturdays.
- TER 3165/10 - Stage - Helmdon to Banbury, Town Hall - Saturdays.
- TER 3165/11 - E & T - Weston, Post Office.

It seems naive to believe that the limited company of KW Services Ltd was not set up expressly to expand KW's operation by acquiring the business of Frank Gibbins of Daventry. No doubt William Kingston and Jack Welton did not have access to the funds required to achieve this aim whilst Messrs Harrison and Bates did. The latter gentlemen, as far as it is known, did not become involved directly in the day to day operations of KW. Irrespective of this, KW Services Ltd took over Gibbins' operations from 25th January 1937 but not his rolling stock. At this time, Frank Gibbins held four Road Service Licences which were as follows:-

- TER 2213/1 - E & T - Daventry, Simon & Barker's Corner.
- TER 2213/2 - Stage - Staverton to Rugby BTH Works - Daily.
- TER 2213/3 - Stage - Daventry to Towcester - Sundays.
- TER 2213/5 - Stage - Daventry to Woodford Halse - Saturdays & Sundays.

Short Period licences were initially granted by the Traffic Commissioners to permit KW Services Ltd to operate Gibbins' routes and the four listed above in due

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course became KW's TER 3165/15, 3165/12, 3165/13 and 3165/14 respectively. The Sunday Daventry - Weedon - Foster's Booth - Towcester service was not a success and was withdrawn after operation on 29th August 1937.

With the acquisition of Frank Gibbins' operations came a small purpose built bus garage situated in Badby Road West, Daventry which, over the course of the next two years, superseded Blakesley as the Company's main depot and office. Indeed, on 10th January 1938 the Registered Office of KW Services Ltd was transferred from High Street, Blakesley to Badby

Road West, Daventry. The Badby Road garage could accommodate nine buses under cover in three rows of three vehicles and after the War an extension was built to house another six buses. One bus continued to be outstationed at Welton's Maidford garage and, for a time, another was parked overnight at Franklin's Yard at Moreton Pinkney.

K.W. Services
Blakesley
~~F.C. GIBBINS, DAVENTRY.~~
PHONE 429. *NORTHANTS*
'BUS SERVICES.

DAVENTRY AND TOWCESTER.

SUNDAYS ONLY.

Leave	p.m.	p.m.	Leave	p.m.	p.m.	p.m.
DAVENTRY (Mkt. Sq.)	12 45	4 0	TOWCESTER (Mkt. Sq.)	1 30	4 45	5 15
Dodford	12 55	4 10	Caldecote and Tiffeld Turn	1 35	4 50	5 20
Weedon	1 0	4 15	Dunscore Turn	1 35	4 50	5 20
Stowe Hill	1 5	4 20	Ascote Turn	1 40	4 55	5 25
Heyford and Stowe Turn	1 10	4 25	Fosters Booth	1 45	5 0	5 30
Fosters Booth	1 15	4 30	Heyford and Stowe Turn	1 50	5 5	5 35
Ascote Turn	1 20	4 35	Stowe Hill	1 55	5 10	5 40
Dunscore Turn	1 25	4 40	Weedon	1 55	5 10	5 40
Caldecote and Tiffeld Turn	1 25	4 40	Dodford	2 5	5 20	5 50
TOWCESTER (arr. Mkt. Sq.)	1 30	4 45	DAVENTRY (arr. Mkt. Sq.)	2 15	5 30	6 00

DAVENTRY, BADBY, CHARWELTON, BYFIELD & WOODFORD.

Leave	SATURDAYS.						SUNDAYS.			
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
DAVENTRY (Mkt. Sq.)	9 30	1 0	3 30	10 30	10 45	10 45	10 30	2 15	7 0	7 0
Badby	9 40	1 10	3 40	9 10	10 55	10 55	10 30	2 25	7 10	7 10
Charwelton	9 50	1 20	3 50	9 20	—	10 30	10 30	2 35	7 20	7 20
Byfield (arrive New Inn)	10 0	1 30	4 0	9 30	—	10 30	10 30	2 45	7 30	7 30
Byfield (depart New Inn)	10 5	—	4 5	—	—	10 30	10 30	—	7 35	7 35
WOODFORD (arr. White Hart)	10 15	—	4 15	—	—	10 15	10 15	—	7 45	7 45
WOODFORD (White Hart)	10 15	—	4 15	—	—	10 15	10 15	—	7 45	7 45
Byfield (arrive New Inn)	10 25	—	4 25	—	—	10 25	10 25	—	7 55	7 55
Byfield (depart New Inn)	10 30	1 30	4 30	9 30	—	10 30	10 30	2 45	8 0	8 0
Charwelton	10 40	1 40	4 40	9 40	—	10 40	10 40	2 55	8 10	8 10
Badby	10 50	1 50	4 50	8 40	11 0	10 50	10 50	3 5	8 20	8 20
DAVENTRY (arr. Mkt. Sq.)	11 0	2 0	5 0	8 50	11 10	11 0	11 0	3 15	8 30	8 30

DAVENTRY AND STAVERTON.

Leave	SATURDAYS.				SUNDAYS.	
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
DAVENTRY (Market Square)	12 40	5 0	8 5	10 20	6 30	8 30
STAVERTON	12 50	5 10	8 15	10 30	6 45	8 45

While every endeavour will be made to run the above Services to the scheduled times, no responsibility by failing to do so will be accepted by the Proprietor.

PRIVATE PARTIES CATERED FOR.

Walter Adams, Printer, 2, Shaft Street, Daventry.

A facsimile of F C Gibbins' timetable adjusted by hand following KW's takeover and showing the Daventry to Towcester and Daventry to Woodford services. The Staverton to Rugby BTH service was routed via Daventry and the short Daventry - Staverton journeys at weekends were included in the Staverton - Rugby licence.

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K.W. Services Ltd - Blakesley/Daventry

At the time of its incorporation the KW Services Ltd fleet is believed to have comprised seven buses and coaches - Gilford RP 9593; A.J.S. NV 388; an anonymous REO; Bedford NV 970; Dennis Ace NV 3500; Maudslay NV 5120 and Dennis Lancet BKK 898. As mentioned previously, no rolling stock was acquired from F C Gibbins and the additional funds generated by the formation of the limited company were, no doubt amongst other things, instrumental in permitting KW Services to buy a new Leyland Cheetah in May 1937 and two good secondhand Dennis machines from Seamarks of Westoning who had very recently acquired George Smith's Westoning & District bus services in April 1937. The Leyland Cheetah apparently carried a Duple body and was registered NV 9271 on 10th May 1937 whilst the pair of Dennis buses had been new in 1934 and were registered MJ 4549/50. One was a Lancet which carried a thirty-two seat Short body whilst the other was a twenty-seat Grose bodied Ace. The dark/light blue and cream livery previously used by KW Services was continued by the new company.



This photograph almost certainly shows the Leyland Cheetah NV 9271 on the left whilst to the right is the Maudslay NV 5120. The gentleman between the two coaches, with beer glass in hand, was Frank Gibbins who occasionally drove for KW on a part-time basis for a few years following the acquisition of his business by KW Services.

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Fortunately the thirty-two seat Short bodied Dennis Lancet MJ 4549 has been preserved and is seen in this photograph at a rally at Brooklands.



Equally fortunate is the survival of this picture of twenty-seat Grose bodied Dennis Ace MJ 4550 as supplied new to G I Smith of Westoning in June 1934.

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K.W. Services Ltd - Blakesley/Daventry

At the end of May 1937, KW Services Ltd applied to the Traffic Commissioners for a new workers' service running from Newnham to the BTH Factory at Rugby via Badby Turn, Daventry, Welton Turn, Ashby Turn, Kilsby and Hillmorton on Mondays to Saturdays. The proposed timetable was eventually granted, with slight modification, in October 1937 as TER 3165/16 and at this time another new Rugby BTH service - TER 3165/17 - was applied for starting from Eydon and routed via Byfield, Charwelton, Daventry and then as the Newnham service to Rugby. The licence was granted more speedily in this case, to run from 1st December 1937.

Whilst most timetables were subjected to minor alterations during the course of 1938, it is interesting to note that the terminal of the Northampton routes was transferred from the Plough Hotel, Bridge Street to the Mayorhold by September 1938.

From 1st March 1939 KW Services Ltd was granted a new Excursions & Tours licence (TER 3165/18) which entitled the company to run eight half-day tours from Upper Weedon and Road Weedon, despite objections from United Counties. The Daventry licence was also extended to include Weedon as a pick up point. Below and on the following pages are facsimiles of KW Services' timetables for 1939, both before and after emergency reductions.

K-W SERVICES, LTD.

Commencing Saturday, April 15th, 1939

Woodend, Blakesley, Northampton.

DIRECT

	SATURDAYS		WEDNESDAYS	
	WED.	SAT.	WED.	SAT.
Woodend	9.5	1.5	9.5	1.5
Blakesley	9.8	1.8	9.8	1.8
Fosky	9.15	2.15	9.15	2.15
Foscers Booth	9.25	2.25	9.25	2.25
Rothersthorpe	9.40	2.40	9.40	2.40
Northampton	9.50	2.50	9.50	2.50
Northampton	11.30	4.30	11.30	4.30
Rothersthorpe	11.55	4.55	11.55	4.55
Foscers Booth	12.15	5.15	12.15	5.15
Fosky	12.35	5.35	12.35	5.35
Blakesley	12.55	5.55	12.55	5.55
Woodend	13.15	6.15	13.15	6.15

	via ADSTONE		WED. SAT.		SUN.	
	WED.	SAT.	WED.	SAT.	SUN.	SUN.
Woodend	8.5	1.5	8.5	1.5	8.5	1.5
Blakesley	8.8	1.8	8.8	1.8	8.8	1.8
Adstone	10.30	3.30	10.30	3.30	10.30	3.30
Maidford	8.10	1.10	8.10	1.10	8.10	1.10
Litchborough	8.20	1.20	8.20	1.20	8.20	1.20
Bugbrooke	8.30	1.30	8.30	1.30	8.30	1.30
Killingbury	8.40	1.40	8.40	1.40	8.40	1.40
Northampton	8.50	1.50	8.50	1.50	8.50	1.50

Eydon & Northampton.

via WOODFORD HALSE

	SATURDAY		SUNDAY	
	SAT.	SUN.	SAT.	SUN.
Eydon	9.0	1.0	9.0	1.0
Woodford Halse	9.15	1.15	9.15	1.15
Preston Capes	9.30	1.30	9.30	1.30
Adstone	9.45	1.45	9.45	1.45
Maidford	9.55	1.55	9.55	1.55
Litchborough	10.05	2.05	10.05	2.05
Bugbrooke	10.15	2.15	10.15	2.15
Killingbury	10.25	2.25	10.25	2.25
Northampton	10.35	2.35	10.35	2.35

Little Preston & Northampton.

	WEDNESDAY ONLY	
	WED.	SAT.
Little Preston	9.2	1.2
Preston Capes	9.5	1.5
Adstone	10.15	2.15
Maidford	9.30	1.30
Litchborough	9.40	1.40
Fosky	9.50	1.50
Bugbrooke	10.00	2.00
Killingbury	10.10	2.10
Northampton	10.20	2.20

BANK HOLIDAY SERVICES

	WEDNESDAY ONLY	
	WED.	SAT.
Little Preston	9.2	1.2
Preston Capes	9.5	1.5
Adstone	10.15	2.15
Maidford	9.30	1.30
Litchborough	9.40	1.40
Fosky	9.50	1.50
Bugbrooke	10.00	2.00
Killingbury	10.10	2.10
Northampton	10.20	2.20

For Services between Mildford & Banbury - Woodend & Banbury - Helmsdon & Banbury & Blakesley & Banbury - Daventry & Woodford - Stoverton, Daventry & Rugby - Stoverton & Daventry - Aik for Pocket Time Table.

KW's Northampton services at April 1939

K.W. Services Ltd - Blakesley/Daventry

K-W SERVICES, LTD.

Maidford & Banbury.

TO	THURSDAYS		SUNDAYS	
	arr.	dep.	arr.	dep.
Maidford	9 50	4 45	1 15	8 15
Freston Cotes	10 0	4 55	1 20	8 20
Woodford Hale	10 10	5 0	1 30	8 30
Eydon	10 15	5 10	1 35	8 35
Culworth	10 25	5 20	1 45	8 45
Maggie (for Sulgrave)	10 28	5 22	1 48	8 48
Thorpe Handenville	10 30	5 25	1 50	8 50
Banbury	arr.	5 45	2 5	9 5
Banbury	12 25	6 0	2 45	10 0
Thorpe Handenville	12 45	6 20	3 0	10 15
Maggie (for Sulgrave)	12 48	6 23	3 3	10 18
Culworth	12 50	6 25	3 5	10 20
Eydon	1 0	6 35	3 15	10 30
Woodford Hale	1 10	6 40	3 20	10 35
Freston Cotes	1 15	6 45	3 30	10 45
Maidford	arr.	7 0	3 35	10 50

Woodend & Banbury.

TO	THURSDAYS ONLY	
	arr.	dep.
Woodend	9 30	3 30
Blakesley	9 35	3 45
Maidford	9 45	3 55
Aston	9 50	4 0
Thorpe Handenville	10 15	4 10
Banbury	arr.	4 25

Helmdon & Banbury.

TO	SATURDAYS ONLY	
	arr.	dep.
Helmdon	12 20	6 15
Sulgrave	1 20	6 20
Thorpe Handenville	1 30	6 30
Banbury	arr.	6 45

Blakesley & Banbury

TO	SATURDAYS		THURSDAYS	
	arr.	dep.	arr.	dep.
Blakesley	12 55	4 50	9 15	7 30
Lois-Weeton	1 0	4 55	9 35	7 35
Weston	1 5	5 0	10 0	7 45
Culworth	1 15	5 10	10 15	7 50
Maggie (for Sulgrave)	1 20	5 15	10 20	8 0
Sulgrave	1 25	5 20	10 25	8 05
Thorpe Handenville	1 40	5 35	10 35	8 10
Banbury	arr.	5 40	10 40	8 15
Banbury	4 0	8 0	10 5	8 20
Thorpe Handenville	4 15	8 15	11 0	8 25
Sulgrave	4 30	8 30	11 15	8 30
Maggie (for Sulgrave)	4 40	8 40	11 25	8 35
Culworth	4 50	8 50	11 35	8 40
Weston	5 0	9 0	11 45	8 45
Lois-Weeton	5 15	9 15	11 55	8 50
Blakesley	arr.	9 30	12 0	8 55

For Services between Woodend, Blakesley & Northampton Direct or via Adstone — Eydon & Northampton — Little Freston & Northampton — Maidford & Banbury — Woodend & Banbury — Helmdon & Banbury — Blakesley & Banbury — Ask for Pocket Time Table.

KW's Banbury services at April 1939

K-W SERVICES, LTD.

Daventry, Byfield & Woodford.

Leave	Saturdays		Sundays	
	am	pm	am	pm
Daventry (Market Sq.)	9 30	3 30	9 0	10 15
Badby	9 40	3 40	9 10	10 55
Charwelton	9 45	3 45	9 15	2 15
Byfield (New Inn)	9 50	3 50	9 20	2 20
Woodford (White Hart) arr.	10 0	4 0	9 30	2 30
Woodford (White Hart)	10 15	4 30	9 35	3 20
Byfield (New Inn)	10 25	4 40	9 45	3 30
Charwelton	10 35	4 45	9 50	3 35
Badby	10 40	4 50	9 55	3 40
Daventry (Market Sq.) arr.	10 45	5 0	10 5	3 50

Staverton, Daventry & Rugby.

Leave	Saturdays		Sundays	
	am	pm	am	pm
Newnham dep.	6 30	12 10	5 10	12 10
Badby	6 35	12 15	5 15	12 15
Staverton	6 40	12 20	5 20	12 20
Daventry	6 45	12 25	5 25	12 25
Welton Turn	6 50	12 30	5 30	12 30
Ashby Turn	6 55	12 35	5 35	12 35
Rugby (B.T.H. Works) arr.	7 20	12 45	5 50	12 45

Daventry & Staverton.

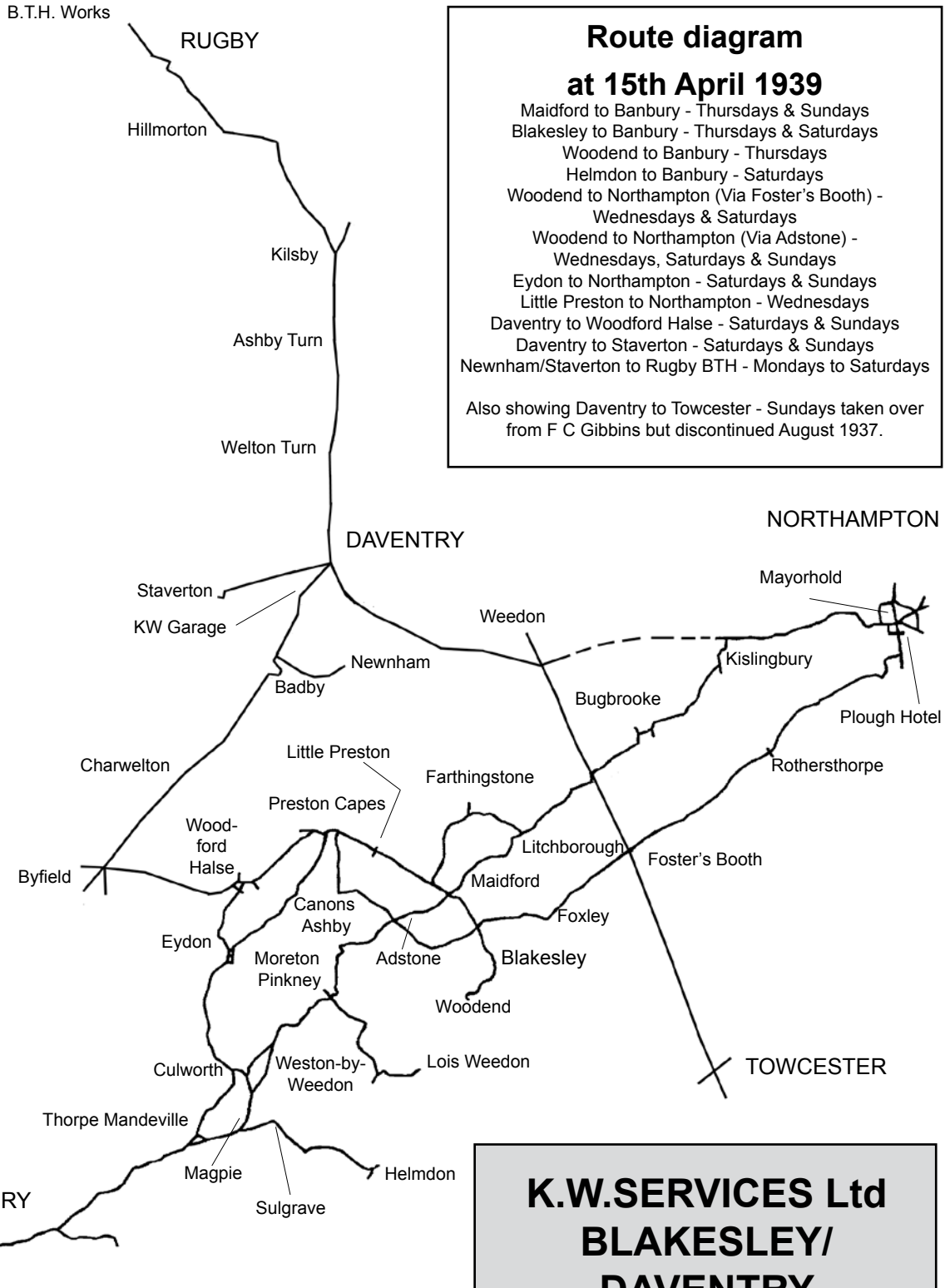
Leave	Saturdays		Sundays	
	am	pm	am	pm
Daventry	12 40	5 15	8 5	10 20
Staverton	12 50	5 25	8 15	10 30
Daventry	1 0	5 40	8 25	10 40
Staverton	1 10	5 50	8 35	10 50

For Services between Woodend, Blakesley & Northampton Direct or via Adstone — Eydon & Northampton — Little Freston & Northampton — Maidford & Banbury — Woodend & Banbury — Helmdon & Banbury — Blakesley & Banbury — Ask for Pocket Time Table.

Victoria Press, Milton, Northampton.

KW's Daventry & Rugby services at April 1939

K.W. Services Ltd - Blakesley/Daventry



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 K.W. Services Ltd - Blakesley/Daventry

K-W SERVICES, LTD.

EMERGENCY TIME TABLE

SUBJECT TO REVISION.

Commencing Saturday, October 21st, 1939

Woodend, Blakesley, Northampton.

DIRECT

SATURDAY				WEDNESDAY			
LEAVE							
Woodend	9 ^{AM} 5	4 ^{PM} 0	7 ^{PM} 15	9 ^{AM} 5	1 ^{PM} 15		
Blakesley	1 8	4 3	7 18	9 8	1 18		
Foxley	1 15	4 10	7 25	9 15	1 25		
Northampton arr.	1 50	4 45	8 5	9 50	2 0		
LEAVE							
Northampton	11 30	2 30	9 0	12 0	6 0		
Foxley	12 5	3 5	9 35	12 35	6 35		
Blakesley	12 12	3 12	9 42	12 42	6 42		
Woodend arr.	12 15	3 15	9 45	12 45	6 45		

via ADSTONE

SATURDAY		SUNDAY		SATURDAY		SUNDAY	
LEAVE				LEAVE			
Woodend	9 0	12 55	7 55	Northampton	6 0	3 0	9 30
Blakesley	9 5	1 0	8 0	Litchborough	6 30	3 30	10 0
Adstone	9 15		8 10	Maidford	6 35	3 40	10 10
Maidford	9 20	1 15	8 15	Adstone	6 40	3 45	
Litchborough	9 25	1 25	8 25	Blakesley	6 50	3 55	10 25
Northampton arr.	9 50	1 50	8 50	Woodend arr.	6 55	4 0	10 30

Eydon & Northampton

via WOODFORD HALSE

SAT.		SUN.		SAT.		SUN.	
LEAVE				LEAVE			
Eydon	9 0	12 45	4 07 15	Northampton	11 30	2 30	6 09 0
Woodford Halse	9 5	1 25	4 57 20	Kislingbury	11 45	2 45	6 15 15
Preston Capes	9 15	1 03	5 57 30	Bugbrooke	11 50	2 50	6 20 20
Adstone	1 10			Litchborough	12 03	3 03	6 30 30
Maidford	9 25	1 15	5 7 40	Farthingstone	12 53	3 53	6 35 10 5
Farthingstone	9 35	1 25	5 17 50	Maidford	12 15	3 15	6 45 45
Litchborough	9 40	1 30	5 20 55	Adstone	3 15		
Bugbrooke	9 50	1 40	5 30 5	Preston Capes	12 25	3 25	6 55 10 0
Kislingbury	9 55	1 45	5 35 10	Woodford Halse	12 35	3 35	7 0 10 10
Northampton arr.	10 10	1 50	5 45 25	Eydon arr.	12 40	3 40	7 0 10 15

Little Preston & Northampton.

WEDNESDAY ONLY

LEAVE				LEAVE			
Little Preston	9 2	1 2		Northampton	12 0	3 0	6 30
Preston Capes	9 5	1 5		Kislingbury	12 15	3 15	6 45
Adstone	9 15	1 15		Bugbrooke	12 20	3 20	6 50
Maidford	9 20	1 20	5 20	Litchborough	12 30	3 30	7 0
Farthingstone	9 25	1 25	5 25	Farthingstone	12 35	3 35	7 5
Litchborough	9 30	1 30	5 30	Maidford	12 40	3 40	7 10
Bugbrooke	9 40	1 40	5 40	Adstone		3 45	7 15
Kislingbury	9 45	1 45	5 45	Preston Capes	12 55	3 55	7 25
Northampton arr.	10 0	2 0	6 0	Little Preston arr.	12 58	3 58	7 28

For Services between Maidford & Banbury — Blakesley & Banbury — Daventry & Woodford —
 Staverton, Daventry & Rugby — Staverton & Daventry — Ask for Pocket Time Table.

Victory Press, Princes, Northampton.

K.W. Services Ltd - Blakesley/Daventry

K-W SERVICES, LTD. EMERGENCY TIME TABLE

SUBJECT TO REVISION

Commencing Saturday, October 21st, 1939

Daventry, Byfield & Woodford.

Leave	Saturdays			Sundays		
	pm	pm	pm	pm	pm	pm
Daventry (Market Sq.)	1 0	3 30	8 30	1015	2 0	7 0
Badby	1 10	3 40	8 40	1030	2 10	7 10
Charwelton		3 45	8 45		2 15	7 15
Byfield (New Inn)		3 50	8 50		2 20	7 20
Woodford (White Hart) arr.		4 0	9 0	Staverton	2 30	7 30
Leave						
Woodford (White Hart)		4 30	9 35		3 20	8 0
Byfield (New Inn)		4 40	9 45		3 30	8 10
Charwelton		4 45	9 50		3 35	8 15
Badby		1 10	4 50	1030	3 40	8 20
Daventry (Market Sq.) arr.	1 20	5 0	10 5	1040	3 50	8 30

Staverton, Daventry & Rugby.

Leave	Saturdays		Sundays	
	a.m.	p.m.	a.m.	p.m.
Newnham	6 30	Rugby (B.T.H. Works)	5 10	12 10
Badby	6 35	Ashby Turn	5 30	12 30
Staverton	6 30	Welton Turn	5 35	12 35
Daventry	6 40	Daventry	5 40	12 40
Welton Turn	6 50	Staverton	5 55	12 50
Ashby Turn	6 55	Badby	5 55	12 45
Rugby (B.T.H. Works) arr.	7 20	Newnham	5 50	12 50

Daventry & Staverton.

Leave	Saturdays			Sundays		
	pm	pm	pm	pm	pm	pm
Daventry	12 40	5 15	8 5	10 15	6 30	8 30
Staverton arr.	12 50	5 25	8 15	10 25	6 45	8 45
Leave						
Staverton	12 50	5 30	8 15	10 25	6 45	8 45
Daventry arr.	1 0	5 40	8 25	10 40	7 0	9 0

x Via Badby

For Services between Woodend, Blakesley & Northampton Direct or via Adstone - Eydon & Northampton - Little Preston & Northampton - Daventry & Woodford - Blakesley & Banbury - Ask for Pocket Time Table.

Victory Pass, Picnic, Northampton.

K-W SERVICES, LTD. EMERGENCY TIME TABLE

SUBJECT TO REVISION

Commencing Saturday, October 21st, 1939

Maidford & Banbury.

Leave	Thursdays			Sundays		
	am	pm	pm	pm	pm	pm
Maidford	9 50	4 45	1 15	1 15	4 15	8 15
Preston Capes	10 10	5 0	1 30	1 30	4 30	8 30
Woodford Halze	10 15	12 50	1 35	1 35	4 35	8 35
Colworth	10 25	1 0	1 45	1 45	4 45	8 45
Magee (for Sulgrave)	10 28	1 13	1 48	1 48	4 48	8 48
Thorpe Mandeville	10 30	1 15	1 50	1 50	4 50	8 50
Banbury arrive	10 50	1 35	2 5	2 5	4 50	8 50
Leave						
Banbury	12 15	3 30	2 45	2 45	6 0	9 15
Thorpe Mandeville	12 20	3 35	2 50	2 50	6 10	9 20
Magee (for Sulgrave)	12 25	3 40	3 0	3 0	6 15	9 25
Colworth	12 35	3 55	3 5	3 5	6 20	9 35
Woodford Halze	12 45	4 5	3 15	3 15	6 30	9 45
Preston Capes	12 50	4 10	3 20	3 20	6 35	9 50
Maidford arrive		4 30	3 30	3 30	6 40	10 0
			3 35	3 35	6 45	10 5

Blakesley & Banbury

via Lois Weedon.

Leave	Saturdays			Thursdays		
	pm	pm	pm	pm	pm	pm
Blakesley	1 30	4 50	9 15	9 15	12 50	4 30
Lois Weedon	1 35	4 55	9 35	9 35	1 0	4 45
Watson	1 40	5 0	9 45	9 45	1 10	4 55
Colworth	1 50	5 10	6 30	6 30	1 20	5 0
Magee (for Sulgrave)	2 0	5 15	6 40	6 40	1 30	5 0
Sulgrave	2 0	5 20	6 40	6 40	1 35	5 0
Thorpe Mandeville	2 15	5 35	6 55	6 55	1 50	5 15
Banbury arrive	2 15	5 35	6 55	6 55	1 50	5 15
Leave						
Banbury	2 15	6 0	7 0	7 0	2 0	6 0
Thorpe Mandeville	2 20	6 10	7 10	7 10	2 10	6 10
Magee (for Sulgrave)	2 25	6 20	7 20	7 20	2 15	6 15
Colworth	2 35	6 30	7 30	7 30	2 20	6 20
Watson	2 40	6 35	7 35	7 35	2 25	6 25
Lois Weedon	2 45	6 40	7 40	7 40	2 30	6 30
Blakesley arrive	2 45	6 40	7 40	7 40	2 30	6 30

For Services between Woodend, Blakesley & Northampton Direct or via Adstone - Eydon & Northampton - Little Preston & Northampton - Daventry & Woodford - Blakesley & Banbury - Ask for Pocket Time Table.

Victory Pass, Picnic, Northampton.

KW's Daventry & Rugby emergency services at October 1939

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: **K.W. Services Ltd - Blakesley/Daventry** :
.....

KW Services Ltd purchased its next new coach in February 1939 when ARP 100 was registered, this being a Leyland Lion with thirty-nine seat Duple coachwork. Following the outbreak of War, KW's Maudslay, Leyland Cheetah and Leyland Lion were commandeered by the Military Authorities. The Maudslay and Cheetah definitely returned to KW in due course but there are conflicting reports about the Lion. Partially to cover the loss of three vehicles, a 1928 T.S.M. with Vickers thirty-two seat body that had previously been owned by Maidstone Corporation and registered KP 320 was purchased by KW Servivces Ltd in April 1940.

During the course of the War a further nine buses and coaches were acquired to cover additional commitments undertaken by KW Services. Just one of these was a new vehicle when, in March 1942, a Leyland Tiger chassis was allocated to KW and fitted with a utility body containing thirty-six seats built by either Burlingham or Willowbrook. This bus was registered BRP 218 on 25th March 1942. The remaining eight second-hand buses and coaches arrived at Daventry at various times between 1942 and 1945 and comprised a motley collection of Dennis (2), Albion (2), T.S.M. (2), Bedford (1) and Leyland (1) chassis but, no doubt, all earned their keep during difficult Wartime conditions. Unfortunately photographs of none of them are available for this paper. Interestingly, the Omnibus Society reported in May 1941 that an A.E.C. Regal had been delivered to KW Services Ltd but no trace of such a vehicle has so far been discovered. The Society also intimated in August 1941 that KW was using a Bedford bus with a woman driver.

The reason why so many vehicles were required soon becomes apparent when KW Services' Wartime operations are examined. Apart from the stage-carriage services, five buses were required daily for workers' journeys to and from the B.T.H. Plant at Rugby. A driver working for KW during the War recalls that bus 1 operated from Maidford via Adstone, Woodford Halse, Byfield, Charwelton, Badby, Daventry and Kilsby to Rugby; bus 2 ran from Moreton Pinkney via Eydon, Byfield and then as bus 1; bus 3 plied between Dodford and Rugby via Welton and Ashby St.Ledgers; bus 4 was routed from Newnham via Staverton and Daventry to Kilsby and Rugby whilst bus 5 conveyed a full load between Daventry and Rugby via Kilsby. In general, services ran into Rugby for a 7.30am start and then one of the five buses brought back the nightshift workers to all points in the Northants area. A second bus returned with three drivers travelling passenger whilst three coaches were parked at Rugby all day. Similar arrangements were conducted in reverse for the 5.30pm finish at Rugby but an extra bus was required to take in workers for the night shift starting at 6.30pm. Other journeys were run when overtime working was required at the BTH Factory.

In addition, during the War, a hostel for conscientious objectors was established in an old shoe factory at Long Buckby and five coach loads of these people were conveyed by KW Services daily from Long Buckby to a site near Dunchurch (Onley) where a Borstal was being built.

Furthermore, much hire work was carried out for the Home Guard where people were taken from the surrounding localities to Long Buckby and West Haddon. Another

.....
■ **K.W. Services Ltd - Blakesley/Daventry** ■
.....

Wartime driver recalls a report coming through that parachutists were landing in the Watford Station area so the Home Guard was transported to this site. On arrival the Home Guard then proceeded to walk along the ditches where there was so much dead wood that they made far more noise than walking on the road. KW Services were additionally on stand-by for a possible evacuation of Coventry.

At unknown dates during the War, KW Services Ltd were granted permits to run five additional new routes as follows:-

- TER 3165/19 - Stage - Weedon to Rugby BTH Works.
- TER 3165/20 - Stage - Maidford to Rugby BTH Works.
- TER 3165/21 - Details unknown.
- TER 3165/22 - Details unknown.
- TER 3165/23 - Details unknown.

The latter three licences could well have been for BTH Works services, which could have covered some of the villages recalled by the Wartime driver as being served and listed previously. It is also clear that certain Road Service Licences granted to KW Services were discontinued during, or soon after the War, but many of the former journeys were incorporated within the licences of parallel routes. The following licences were not in evidence after the War:-

- TER 3165/1 - Woodend to Banbury - Thursdays.
Incorporated within TER 3165/9 - Blakesley to Banbury.
- TER 3165/6 - Little Preston to Northampton - Wednesdays.
Incorporated within TER 3165/3 - Eydon to Northampton (May 1947).
- TER 3165/7 - Woodend to Northampton via Foxley, Foster's Booth and Rothersthorpe - Wednesdays & Saturdays. Route via Foster's Booth and Rothersthorpe discontinued. Diversion via Foxley incorporated within TER 3165/2 Woodend - Litchborough - Northampton until November 1947.
- TER 3165/10 - Helmdon to Banbury - Saturdays.
Route discontinued

It may be recalled from paper NN-KW1 that KW Services were using Bell Punch tickets with the title "K.W. Services - Blakesley". Although the limited company subsequently moved from Blakesley to Daventry in 1938 it appears that sufficient ticket stocks existed to perpetuate the use of the "Blakesley" titled tickets until about the summer of 1942 when virtually identical tickets were printed on Bell Punch block E5326 but substituting "Daventry" for "Blakesley". Examples of these tickets are illustrated on the next page.

Returning to the subject of the Capital of KW Services Ltd and going back in time a year or two, the remaining 210 unissued Shares in KW were allotted on 9th February 1943 with 129 being taken up by Kingston, 40 each by Harrison and Bates and 1 Share by Welton. This now gave the four owners of the company the following Shareholdings:-

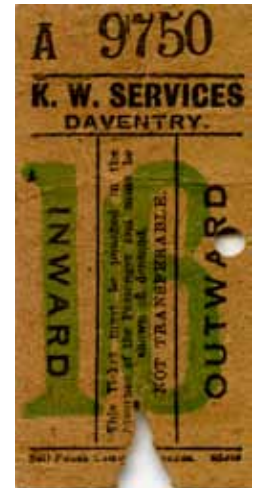
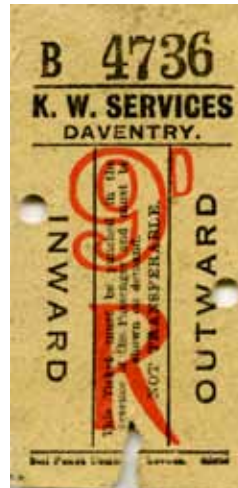
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.....
: K.W. Services Ltd - Blakesley/Daventry :
.....



Facsimiles of 2d, 3d, 9d and 1/6d return KW Services Bell Punch tickets.

J Welton -	1,060 Shares
J W Kingston -	980 Shares
H J Harrison -	980 Shares
G W Bates -	<u>980</u> Shares
Total -	4,000 Shares

Immediately after the War KW Services Ltd set about rebuilding its fleet of buses and coaches and between August 1945 and October 1947 the Company managed to acquire five new vehicles. The August 1945 delivery was a Duple utility bodied Bedford OWB with basic seats for thirty-two passengers. This machine was registered CNV 382 when it took to the road on 3rd August. For the 1946 season CRP 476 was registered on 29th June, this vehicle being a fine A.E.C. Regal with Duple A type bodywork seating thirty-three passengers. In addition the utility Burlingham or Willowbrook bodied Leyland Tiger BRP 218 was rebodied by Duple in June 1946 to provide a second frontline thirty-three seat coach. The remaining three new coaches mentioned above were delivered during 1947 when DNV 809/10 entered service during the latter half of June, to be followed at the end of October 1947 by DRP 722. DNV 809 was another A.E.C. Regal with thirty-three seat Duple A type coachwork whilst DNV 810 and DRP 722 were both Bedford OBs with Duple Vista twenty-nine seat bodies.

At an unknown date after the War, fleet letters/numbers were allocated to the rolling stock. These comprised a letter and a number using A for A.E.C.; B for Bedford, D for Dennis, L for Leyland and S for Sentinel and the appropriate numbers are shown in the fleet list at the end of this paper. Prior to this, a simple numerical numbering system had been applied to some or all of the fleet and, where known, these also are quoted in the rolling stock list.

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K.W. Services Ltd - Blakesley/Daventry



A poor newspaper reproduction but nonetheless this 1947 photograph taken at Northampton's Mayorhold does include KW Services' utility bodied Bedford OVB registered CNV382.

(Photo courtesy Northampton Independent)



Leyland Tiger TS11 registered BRP 218 originally carried what is believed to have been a utility body by either Burlingham or Willowbrook, but the vehicle was of even greater use to KW Services once it had been rebodied by Duple in June 1946. It was photographed late in life at the Mayorhold, Northampton on 25th September 1954.

(Photo courtesy R Marshall)

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K.W. Services Ltd - Blakesley/Daventry



Pride of the fleet in 1947 was DNV 809, an A.E.C. Regal thirty-three seat coach with Duple A type coachwork, but on this occasion photographed at Epsom in 1952.

(Photo courtesy ATPH/Hustwitt)



Again photographed at the Mayorhold, Northampton on 25th September 1954 this picture shows three of the KW Services fleet. On the left is Bedford OB - DRP 722, in the centre is Bedford OB - DNV 810 and on the right is Leyland Tiger - BRP 218.

(Photo courtesy R Marshall)

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K.W. Services Ltd - Blakesley/Daventry

After the War, in January 1947, KW Services applied to the Traffic Commissioners to operate an additional Sunday journey on the Woodend to Northampton route and to institute daily services on both the Eydon to Northampton and Daventry to Woodford Halse routes which had hitherto operated on Saturdays and Sundays only. All these increased services were approved by the Commissioners and commenced on 5th May 1947.

KW's next new route was applied for in October 1947 and comprised a Moreton Pinkney to Northampton service routed via Adstone, Maidford, Litchborough, Bugbrooke and Kislingbury, running on Wednesdays, Saturdays and Sundays. The application was granted by the Traffic Commissioners towards the end of the year. In addition to stage-carriage services, after the War various contracts for the movement of schoolchildren in the Daventry and surrounding areas were awarded to KW Services by Northamptonshire County Council. Private hire naturally played an important part in KW's overall business mix.

Daventry & Woodford via Byfield

	Monday to Friday			Saturdays				Sundays		
Leave	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Daventry	7 30	9 30	..	7 30	..	12 40	9 0	2 0	..	6 45
Badby	7 40	9 40	..	7 40	..	12 50	9 10	2 10	..	6 55
Charwelton	7 45	9 45	..	7 45	..	12 55	9 15	2 15	..	7 0
Byfield (New Inn)	7 50	9 50	12 45	7 50	12 45	1 09 20	2 20 3 50	7 5		
New Buildings	7 55	9 55	12 50	7 55	12 50	1 09 25	2 25 3 55	7 10		
Woodford (White Hart)	8 0	10 0	12 55	8 0	12 55	1 09 30	2 30 4 0	7 15		

	Monday to Friday			Saturdays				Sundays		
Leave	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Woodford (White Hart)	12 30	3 50	6 30	12 30	3 07	6 10	6	2 50	3 25	6 0
New Buildings	12 35	3 55	6 35	12 35	3 07	6 10	6	2 55	3 30	6 5
Byfield (New Inn)	12 40	4 0	6 40	12 40	4 07	10 10 10	3 0	3 35	8 10	
Charwelton	..	4 5 8 45	..	4 45	15 10 15	..	3 5	..	8 15	
Badby	..	4 10 8 50	..	4 50	20 10 20	..	3 10	..	8 20	
Daventry (Market Sq.)	..	4 20 7 0	..	5 07	30 10 30	..	3 20	..	8 30	

Staverton, Daventry & Rugby (not Sundays)

Leave	dep.	a.m.	Leave	p.m.	p.m.
Newnham	..	6 30	Rugby (B.T.H. Works)	..	6 30
Badby	..	6 35	Ashby Turn	..	5 50
Staverton	..	6 30	Welton Turn	..	5 55
Daventry	..	6 40	Daventry	..	6 0
Welton Turn	..	6 50	Staverton	arr.	6 15
Ashby Turn	..	6 55	Badby	..	6 5
Rugby (B.T.H. Works)	arr.	7 20	Newnham	..	6 10

Staverton & Daventry

	Saturdays			Sundays			Saturdays			Sundays		
Leave	p.m.	p.m.	p.m.	p.m.	p.m.	Leave	p.m.	p.m.	p.m.	p.m.	p.m.	
Daventry	..	12 40	5 15	5	6 15	6 30	..	5 30	8 15	6 30	8 45	
Staverton	arr.	12 50	5 25	6 15	6 30	..	5 40	8 25	6 45	8 0		

Worker's Rugby Service

	Daily						Sats. only					
Leave	am.	pm.	pm.	pm.	pm.	pm.	am.	pm.	pm.	pm.	pm.	
Maldford	6 0	..	..	..	..	..	7 20	5 30	7 20	12 10	5 40
Morton	6 10	..	..	..	..	..	7 30	5 40	7 30	12 20	6 10
Eydon	6 15	..	..	..	..	..	7 35	5 45	7 35	12 30	6 20
Byfield	6 30	..	..	..	..	..	8 10	6 15	8 10	1 0	8 30
Badby	6 40	..	..	..	..	..	8 25	6 25	8 20	1 10	..
Daventry	6 45	..	..	..	..	..	8 35	6 35	8 30	1 20	..
Rugby	arr.	7 15	7 20	6 30	6 30	..	8 45	6 40	1 30	..	..

▷ To Daventry only on Mondays. ◁ To Badby only except Tues. & Thurs.

PRICE ONE PENNY

BUS TIME TABLE K-W SERVICES LTD. DAVENTRY.

3/11/47

Woodend, Blakesley & Northampton

	Wednesdays			Saturdays			
Leave	am.	pm.	pm.	a.m.	pm.	pm.	pm.
Woodend	9 5	1 15	5 0	9 5	1 5	4 5	7 30
Blakesley	9 10	1 20	5 5	9 10	1 10	4 10	7 35
Maldford	9 20	1 30	5 15	9 20	1 20	4 20	7 45
Litchborough	9 25	1 35	5 20	9 25	1 25	4 25	7 50
Northampton arr.	9 55	2 5	6 50	9 55	1 55	4 55	8 20

	Sundays		
Leave	n'n	pm.	pm.
Northampton	12 0	3 0	6 0
Litchborough	12 30	3 30	6 30
Maldford	12 35	3 35	6 35
Blakesley	12 45	3 45	6 45
Woodend	12 50	3 50	6 50

	Sundays			Sundays		
Leave	p.m.	pm.	pm.	Leave	pm.	pm.
Woodend	1 0	4 0	7 25	Northampton	2 30	6 0
Blakesley	1 5	4 5	7 30	Litchborough	3 0	6 30
Maldford	1 15	4 15	7 40	Maldford	3 5	6 35
Litchborough	1 25	4 25	7 50	Blakesley	3 15	6 45
Northampton arr.	1 55	4 55	8 20	Woodend	3 20	6 50

Whilst every endeavour will be made to maintain a standard service, the Proprietors accept no responsibility for loss, damage, injury or delay, sustained by any passenger, by reason of unpunctuality or failure to maintain services. K-W SERVICES, LTD.

A facsimile of KW Services' timetable at 3rd November 1947.

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K.W. Services Ltd - Blakesley/Daventry

Eydon, Byfield, Woodford, Maidford, Litchborough & Northampton.

Leave	Mon. Tue. Thur. Fri.		Wednesdays				Saturdays				Sundays			
	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Eydon	7 50	1245	7 50	9 0	1 0	1 5	7 50	9 0	12 45	3 45	7 10	3 50	4 0	7 30
Byfield	8 0	1 0	8 0	9 5	1 0	1 5	8 0	9 5	1 0	3 50	5 0	1 0	4 0	7 30
Woodford Halse	8 10	1 10	8 10	9 15	1 10	1 15	8 10	9 15	1 10	4 0	5 10	1 10	4 10	7 30
Preston Capes	8 15	1 15	8 15	9 20	1 15	1 20	8 15	9 20	1 15	4 5	5 15	1 15	4 15	7 45
Maidford	8 20	1 20	8 20	9 25	1 20	1 25	8 20	9 25	1 20	4 10	5 20	1 20	4 20	7 50
Farthingstone	8 25	1 25	8 25	9 30	1 25	1 30	8 25	9 30	1 25	4 15	5 25	1 25	4 25	7 55
Litchborough	8 35	1 35	8 35	9 40	1 35	1 40	8 35	9 40	1 35	4 25	5 35	1 35	4 35	8 5
Bugbrooke	8 40	1 40	8 40	9 45	1 40	1 45	8 40	9 45	1 40	4 30	5 40	1 40	4 40	8 10
Klasingbury	8 55	1 55	8 55	10 0	1 55	2 0	8 55	10 0	1 55	4 45	5 55	1 55	4 55	8 25
Northampton	arr.		arr.				arr.					arr.		
Leave	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Northampton	1130	5 30	1130	1145	4 0	5 30	11 30	11 45	2 30	4 0	6 0	2 30	6 0	9 0
Klasingbury	1145	5 45	1145	12 0	4 15	5 45	11 45	12 0	2 45	4 15	6 15	2 45	6 15	9 15
Bugbrooke	1150	5 50	1150	12 5	4 20	5 50	11 50	12 5	2 50	4 20	6 20	2 50	6 20	9 20
Litchborough	12 0	6 0	12 0	1215	4 30	6 0	12 0	12 15	3 0	4 30	6 30	3 0	6 30	9 30
Farthingstone	12 5	6 5	12 5	1220	4 35	6 5	12 5	12 20	3 5	4 35	6 35	3 5	6 35	9 35
Maidford	1210	6 10	1210	1225	4 40	7 0	12 10	12 25	3 10	4 40	6 40	3 10	6 40	9 40
Preston Capes	1215	6 15	1215	1230	4 45	7 15	12 15	12 30	3 15	4 45	6 45	3 15	6 45	9 45
Woodford Halse	1225	6 25	1225	1240	4 55	7 25	12 25	12 40	3 25	4 55	6 55	3 25	6 55	9 55
Byfield	1240	6 35	1240		6 35		12 40		7 10		7 10	3 35	6 55	10 5
Eydon	arr.		arr.	1245	6 0	7 30	arr.	12 45	3 30		7 0	10 0		

Maidford & Banbury

Leave	Thursdays		Saturdays		Sundays	
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Maidford	9 50	4 45	1 15	7 45		
Preston Capes	10 0	4 55	1 20	7 50		
Woodford Halse	10 10	1250	2 35	5 0	1 10	1 30
Eydon	10 15	1 0	2 45	5 10	1 15	1 35
Calworth	10 25	1 10	2 55	5 20	1 25	1 45
Maggie (for Sulgrave)	10 28	1 13	2 58	5 23	1 28	1 48
Thorpe Mandeville	10 30	1 15	3 0	5 25	1 30	1 50
Banbury	arr.	1 35	3 20	5 45	1 45	2 5
Leave	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Banbury	12 15	2 0	3 30	6 0	4 0	2 15
Thorpe Mandeville	12 30	2 15	3 50	6 20	4 15	2 30
Maggie (for Sulgrave)	12 33	2 18	3 53	6 23	4 20	2 33
Calworth	12 35	2 20	3 55	6 25	4 25	2 35
Eydon	12 45	2 30	4 5	6 35	4 30	2 45
Woodford Halse	12 50	2 35	4 10	6 40	4 35	2 50
Preston Capes	1 0	2 40	4 20	6 50	4 40	3 0
Maidford	arr.	4 30	7 0		4 50	3 5

A Bus leaves Daventry on Thursdays at 9.30 a.m. connecting with the Woodford - Banbury Service, leaving Banbury 3.30 p.m.

Blakesley & Banbury via Lois-Weedon.

Leave	Thursdays		Saturdays		Sunday	
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Blakesley	9 15	4 30	1 30	7 50		
Lois-Weedon	9 30	12 50	1 45	8 15		
Weston	9 35	1 04 45	1 50	8 20		
Moreton	9 45	1 10	1 55	8 25		
Calworth	9 55	1 25	2 05	8 35		
Maggie (for Sulgrave)	9 55	1 25	2 05	8 35		
Sulgrave	10 0	1 30	2 10	8 40		
Thorpe Mandeville	10 0	1 35	2 10	8 40		
Banbury	arr.	1 50	2 15	8 50		
Leave	noon	p.m.	p.m.	p.m.	p.m.	p.m.
Banbury	12 0	3 0	6 0	12 0	5 0	6 30
Thorpe Mandeville	12 15	3 15	6 15	12 15	5 15	6 45
Sulgrave	12 20	3 20	6 20	12 20	5 20	6 50
Maggie (for Sulgrave)	12 30	3 30	6 30	12 30	5 30	7 0
Calworth	12 35	3 35	6 35	12 35	5 35	7 5
Moreton	12 40	3 40	6 40	12 40	5 40	7 10
Lois-Weedon	12 45	3 45	6 45	12 45	5 45	7 15
Blakesley	arr.	4 0	7 0	arr.	6 0	7 30

A facsimile of KW Services' timetable at 3rd November 1947.

Rolling stock deliveries for 1948 comprised one new Leyland Tiger PS1 mounted with Duple A type thirty-three seat coachwork and three second-hand units. First to arrive in January 1948 was CK 4098, a Leyland Tiger TS2 with an E.C.O.C. body. K W bought this bus from Horton Motor Works, Horton, Northampton and in all probability this dealer had linked the chassis with an old E.C.O.C. body obtained from Eastern Coach Works' Irthlingborough premises where this latter firm was engaged in rebodding many Tilling owned vehicles. KW's new Leyland PS1 was licensed on 3rd March 1948 when it was registered EBD 465. The other two second-hand acquisitions were good two-year-old A.E.C. Regals with Plaxton coachwork seating thirty-three that had started life with Don Everall of Wolverhampton. Sadly it has not been possible to illustrate any of these coaches.

In March 1948 KW Services Ltd applied again to divert one journey in each direction between Woodend and Northampton via Blakesley and Foxley to Litchborough on Wednesdays and Saturdays. This facility, previously provided on Saturdays only, had been dropped from KW's timetable in November 1947. In December 1948 a new workers' service for employees of Messrs Stead and Simpson's Shoe Factory, running from Norton via Whilton Turn, Long Buckby, Welton and Braunston to Daventry on Mondays to Fridays was applied for and granted.

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K.W. Services Ltd - Blakesley/Daventry

There were no more major service changes until KW applied to the Commissioners in April 1949 to amalgamate their Newnham to Rugby BTH service with the Staverton to Rugby BTH route. Midland Red found grounds to object but the matter appears to have been resolved in August 1949 and the two services merged onto one licence. Operationally there appears to have been no change, with two buses running as before.

It is not entirely clear whether three or four new coaches entered service with the KW fleet during 1949, the mystery vehicle having been alternatively reported as ENV 360 or ENV 860, a Bedford OB with Duple Vista coachwork. Registration records, however show ENV 360 to have been a mowing machine and ENV 860 a Commer van, yet the mystery Bedford OB is said to have carried its logical stock number of B6, a number which did not appear on an alternative positively identified vehicle. What is certain is that FBD 60, a Duple bodied A.E.C. Regal, did join the fleet on 1st June 1949 to be followed by another Bedford OB with the usual Vista coachwork, registered FBD 311 in August. The final intake was made on 6th December 1949 when FNV 355 was registered, this being an A.E.C. Regal but this time fitted with a Whitson thirty-three seat body.

Throughout 1950 and 1951 KW's stage-carriage services continued broadly unchanged other than for fares increases, the odd additional journey and adjustment to Sunday services. As far as vehicles were concerned, just one twenty-nine seat Bedford OB with Duple Vista coachwork was purchased and this was licensed in March 1950 registered FNV 705.



Messrs E Ward of Wellingborough supplied KW Services with this handsome Duple bodied A.E.C. Regal III coach in June 1949 when it was allocated the fleet number A5 and registration FBD 60.

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Northampton Mayorhold was the terminus for many independent bus operators in the 1950s and 1960s and this view of Duple Vista bodied Bedford OB registered FBD 311 was taken in March 1958. (Photo courtesy R Marshall)



On this occasion Duple Vista bodied Bedford OB FNV 705 had its photograph taken at Northampton, Mayorhold on a very damp day. (Photo courtesy R Marshall)

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The following year, 1951, was considerably busier for matters concerning rolling stock as two secondhand machines and three new vehicles were purchased. The secondhand stock comprised a pair of Bedford OBs equipped with Mulliner twenty-nine seat dual-purpose bodies, dated from 1947 and previously operated by Worthington Tours of Wolverhampton. The registration numbers of these imports were EUK 533 and EUK 540. The first of the three new vehicles was a handsome A.E.C. Regal IV coach with a Yeates central entrance body seating thirty-nine passengers. Registered GNV 860 it entered the fleet on 1st June 1951. Just seven weeks later on 19th July it was joined by GRP 105, a Sentinel STC4 forty-seat service bus. The final intake for 1951 was accomplished in August 1951 when a Bedford SB registered GRP 335 was placed in service. This coach was fitted with a thirty-three seat Duple Vega body.



GRP 335 was a Bedford SB with Duple Vega coachwork and it was photographed at Banbury having worked one of KW's stage-carriage routes into this Oxfordshire market town.
(Photo courtesy R Marshall)

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K.W. Services Ltd - Blakesley/Daventry
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A.E.C. Regal IV GNV 860 with its fully-fronted Yeates body immediately made the rest of KW's coaching stock look dated. It was, therefore, the flagship of the fleet for two or three years.
(Photo courtesy ATPH/Hustwitt)

During March 1952 KW Services Ltd applied for a new stage-carriage service to operate between Woodend and Towcester via Blakesley, Maidford, Litchborough and Greens Norton on Tuesdays only. This was duly granted and took the commissioners reference TER 3165/26. At the same time a second new service - TER 3165/27 - was applied for to run between Byfield and Northampton via Woodford Halse, Preston Capes, Litchborough, Bugbrooke and Kislingbury on a daily basis. This service really slotted into the Eydon to Northampton route and seems to have added little to the facilities already being provided.

March 1953 saw KW Services applying for an Express Service licence to run a Saturday service from the White Hart at Flore to Brandon Speedway on occasions when race meetings were being held. The Traffic Commissioners issued a licence under reference TER 3165/28 for this service. Evidently the Woodend to Towcester Tuesdays only service started in 1952 was not an economical proposition as an application to withdraw it was submitted in April 1953.

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Daventry & Woodford via Byfield

	Monday to Friday			Saturdays			Sundays		
	a.m.	p.m.	pm.	a.m.	p.m.	pm.	a.m.	p.m.	pm.
Leave	7 30	9 30	11 30	7 30	12 40	0	0	0	0
Daventry	7 40	9 40	11 40	7 40	12 50	10	2 10	0	0
Byfield	7 45	9 45	11 45	7 45	12 55	10	2 15	0	0
Charwelton	7 50	9 50	11 50	7 50	13 00	10	2 20	0	0
Byfield (New Inn)	7 55	9 55	11 55	7 55	13 05	10	2 25	0	0
New Buildings	8 00	10 00	12 00	8 00	13 10	10	2 30	0	0
Woodford (White Hart)	8 05	10 05	12 05	8 05	13 15	10	2 35	0	0

Staverton, Daventry & Rugby (not Sundays)

	Monday to Friday			Saturdays		
	a.m.	p.m.	pm.	a.m.	p.m.	pm.
Leave	7 30	9 30	11 30	7 30	12 40	0
Newham dep.	7 40	9 40	11 40	7 40	12 50	0
Daventry	7 45	9 45	11 45	7 45	12 55	0
Wilton Turn	7 50	9 50	11 50	7 50	13 00	0
Staverton	7 55	9 55	11 55	7 55	13 05	0
Daventry	8 00	10 00	12 00	8 00	13 10	0
Wilton Turn	8 05	10 05	12 05	8 05	13 15	0
Staverton	8 10	10 10	12 10	8 10	13 20	0
Daventry	8 15	10 15	12 15	8 15	13 25	0
Wilton Turn	8 20	10 20	12 20	8 20	13 30	0
Staverton	8 25	10 25	12 25	8 25	13 35	0
Daventry	8 30	10 30	12 30	8 30	13 40	0
Wilton Turn	8 35	10 35	12 35	8 35	13 45	0
Staverton	8 40	10 40	12 40	8 40	13 50	0
Daventry	8 45	10 45	12 45	8 45	13 55	0
Wilton Turn	8 50	10 50	12 50	8 50	14 00	0
Staverton	8 55	10 55	12 55	8 55	14 05	0
Daventry	9 00	11 00	13 00	9 00	14 10	0
Wilton Turn	9 05	11 05	13 05	9 05	14 15	0
Staverton	9 10	11 10	13 10	9 10	14 20	0
Daventry	9 15	11 15	13 15	9 15	14 25	0
Wilton Turn	9 20	11 20	13 20	9 20	14 30	0
Staverton	9 25	11 25	13 25	9 25	14 35	0
Daventry	9 30	11 30	13 30	9 30	14 40	0
Wilton Turn	9 35	11 35	13 35	9 35	14 45	0
Staverton	9 40	11 40	13 40	9 40	14 50	0
Daventry	9 45	11 45	13 45	9 45	14 55	0
Wilton Turn	9 50	11 50	13 50	9 50	15 00	0
Staverton	9 55	11 55	13 55	9 55	15 05	0
Daventry	10 00	12 00	14 00	10 00	15 10	0
Wilton Turn	10 05	12 05	14 05	10 05	15 15	0
Staverton	10 10	12 10	14 10	10 10	15 20	0
Daventry	10 15	12 15	14 15	10 15	15 25	0
Wilton Turn	10 20	12 20	14 20	10 20	15 30	0
Staverton	10 25	12 25	14 25	10 25	15 35	0
Daventry	10 30	12 30	14 30	10 30	15 40	0
Wilton Turn	10 35	12 35	14 35	10 35	15 45	0
Staverton	10 40	12 40	14 40	10 40	15 50	0
Daventry	10 45	12 45	14 45	10 45	15 55	0
Wilton Turn	10 50	12 50	14 50	10 50	16 00	0
Staverton	10 55	12 55	14 55	10 55	16 05	0
Daventry	11 00	13 00	15 00	11 00	16 10	0
Wilton Turn	11 05	13 05	15 05	11 05	16 15	0
Staverton	11 10	13 10	15 10	11 10	16 20	0
Daventry	11 15	13 15	15 15	11 15	16 25	0
Wilton Turn	11 20	13 20	15 20	11 20	16 30	0
Staverton	11 25	13 25	15 25	11 25	16 35	0
Daventry	11 30	13 30	15 30	11 30	16 40	0
Wilton Turn	11 35	13 35	15 35	11 35	16 45	0
Staverton	11 40	13 40	15 40	11 40	16 50	0
Daventry	11 45	13 45	15 45	11 45	16 55	0
Wilton Turn	11 50	13 50	15 50	11 50	17 00	0
Staverton	11 55	13 55	15 55	11 55	17 05	0
Daventry	12 00	14 00	16 00	12 00	17 10	0
Wilton Turn	12 05	14 05	16 05	12 05	17 15	0
Staverton	12 10	14 10	16 10	12 10	17 20	0
Daventry	12 15	14 15	16 15	12 15	17 25	0
Wilton Turn	12 20	14 20	16 20	12 20	17 30	0
Staverton	12 25	14 25	16 25	12 25	17 35	0
Daventry	12 30	14 30	16 30	12 30	17 40	0
Wilton Turn	12 35	14 35	16 35	12 35	17 45	0
Staverton	12 40	14 40	16 40	12 40	17 50	0
Daventry	12 45	14 45	16 45	12 45	17 55	0
Wilton Turn	12 50	14 50	16 50	12 50	18 00	0
Staverton	12 55	14 55	16 55	12 55	18 05	0
Daventry	13 00	15 00	17 00	13 00	18 10	0
Wilton Turn	13 05	15 05	17 05	13 05	18 15	0
Staverton	13 10	15 10	17 10	13 10	18 20	0
Daventry	13 15	15 15	17 15	13 15	18 25	0
Wilton Turn	13 20	15 20	17 20	13 20	18 30	0
Staverton	13 25	15 25	17 25	13 25	18 35	0
Daventry	13 30	15 30	17 30	13 30	18 40	0
Wilton Turn	13 35	15 35	17 35	13 35	18 45	0
Staverton	13 40	15 40	17 40	13 40	18 50	0
Daventry	13 45	15 45	17 45	13 45	18 55	0
Wilton Turn	13 50	15 50	17 50	13 50	19 00	0
Staverton	13 55	15 55	17 55	13 55	19 05	0
Daventry	14 00	16 00	18 00	14 00	19 10	0
Wilton Turn	14 05	16 05	18 05	14 05	19 15	0
Staverton	14 10	16 10	18 10	14 10	19 20	0
Daventry	14 15	16 15	18 15	14 15	19 25	0
Wilton Turn	14 20	16 20	18 20	14 20	19 30	0
Staverton	14 25	16 25	18 25	14 25	19 35	0
Daventry	14 30	16 30	18 30	14 30	19 40	0
Wilton Turn	14 35	16 35	18 35	14 35	19 45	0
Staverton	14 40	16 40	18 40	14 40	19 50	0
Daventry	14 45	16 45	18 45	14 45	19 55	0
Wilton Turn	14 50	16 50	18 50	14 50	20 00	0
Staverton	14 55	16 55	18 55	14 55	20 05	0
Daventry	15 00	17 00	19 00	15 00	20 10	0
Wilton Turn	15 05	17 05	19 05	15 05	20 15	0
Staverton	15 10	17 10	19 10	15 10	20 20	0
Daventry	15 15	17 15	19 15	15 15	20 25	0
Wilton Turn	15 20	17 20	19 20	15 20	20 30	0
Staverton	15 25	17 25	19 25	15 25	20 35	0
Daventry	15 30	17 30	19 30	15 30	20 40	0
Wilton Turn	15 35	17 35	19 35	15 35	20 45	0
Staverton	15 40	17 40	19 40	15 40	20 50	0
Daventry	15 45	17 45	19 45	15 45	20 55	0
Wilton Turn	15 50	17 50	19 50	15 50	21 00	0
Staverton	15 55	17 55	19 55	15 55	21 05	0
Daventry	16 00	18 00	20 00	16 00	21 10	0
Wilton Turn	16 05	18 05	20 05	16 05	21 15	0
Staverton	16 10	18 10	20 10	16 10	21 20	0
Daventry	16 15	18 15	20 15	16 15	21 25	0
Wilton Turn	16 20	18 20	20 20	16 20	21 30	0
Staverton	16 25	18 25	20 25	16 25	21 35	0
Daventry	16 30	18 30	20 30	16 30	21 40	0
Wilton Turn	16 35	18 35	20 35	16 35	21 45	0
Staverton	16 40	18 40	20 40	16 40	21 50	0
Daventry	16 45	18 45	20 45	16 45	21 55	0
Wilton Turn	16 50	18 50	20 50	16 50	22 00	0
Staverton	16 55	18 55	20 55	16 55	22 05	0
Daventry	17 00	19 00	21 00	17 00	22 10	0
Wilton Turn	17 05	19 05	21 05	17 05	22 15	0
Staverton	17 10	19 10	21 10	17 10	22 20	0
Daventry	17 15	19 15	21 15	17 15	22 25	0
Wilton Turn	17 20	19 20	21 20	17 20	22 30	0
Staverton	17 25	19 25	21 25	17 25	22 35	0
Daventry	17 30	19 30	21 30	17 30	22 40	0
Wilton Turn	17 35	19 35	21 35	17 35	22 45	0
Staverton	17 40	19 40	21 40	17 40	22 50	0
Daventry	17 45	19 45	21 45	17 45	22 55	0
Wilton Turn	17 50	19 50	21 50	17 50	23 00	0
Staverton	17 55	19 55	21 55	17 55	23 05	0
Daventry	18 00	20 00	22 00	18 00	23 10	0
Wilton Turn	18 05	20 05	22 05	18 05	23 15	0
Staverton	18 10	20 10	22 10	18 10	23 20	0
Daventry	18 15	20 15	22 15	18 15	23 25	0
Wilton Turn	18 20	20 20	22 20	18 20	23 30	0
Staverton	18 25	20 25	22 25	18 25	23 35	0
Daventry	18 30	20 30	22 30	18 30	23 40	0
Wilton Turn	18 35	20 35	22 35	18 35	23 45	0
Staverton	18 40	20 40	22 40	18 40	23 50	0
Daventry	18 45	20 45	22 45	18 45	23 55	0
Wilton Turn	18 50	20 50	22 50	18 50	24 00	0
Staverton	18 55	20 55	22 55	18 55	24 05	0
Daventry	19 00	21 00	23 00	19 00	24 10	0
Wilton Turn	19 05	21 05	23 05	19 05	24 15	0
Staverton	19 10	21 10	23 10	19 10	24 20	0
Daventry	19 15	21 15	23 15	19 15	24 25	0
Wilton Turn	19 20	21 20	23 20	19 20	24 30	0
Staverton	19 25	21 25	23 25	19 25	24 35	0

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The two years 1952/3 saw the arrival of three additional vehicles at KW Services' Daventry premises. Quite surprisingly a 1934 Dennis Lancet saloon registered UP 9130 was purchased second-hand in 1952, albeit fitted with a 1943 Raine body and an A.E.C. engine. Why such an elderly machine should be acquired and on what services it was operated, if any, is unknown to the Author. It is possible it was acquired for spares or as a stop-gap measure pending the arrival in August 1952 of a brand new Bedford SB registered HNV 786 and fitted with a thirty-five seat Yeates body. The third acquisition was also a used model, this time being a Guy Arab with thirty-seven seat bus body by Saunders, registered DU 7570. This machine was bought in December 1953 and was retained for five years.



It is pleasant to see a Bedford SB with a Yeates body rather than the more usual Duple Vega. HNV 786 is seen in this instance at Northampton, Mayorhold in March 1958.

(Photo courtesy R Marshall)

During 1954/5 the existing pattern of services was largely maintained. The Rugby BTH routes were altered in accordance with changing factory requirements and on the local services journeys were advanced, retarded, added or deleted as traffic patterns changed. The terminal of the Norton to Daventry Works services for Messrs Stead and Simpson was amended to commence from Long Buckby Square in May or June 1954 and in April 1955 KW applied to run a Daventry town service via Headlands Estate and Drayton on Mondays to Fridays. Following objections from United Counties this application was subsequently refused by the Traffic Commissioners. 1955 was not KW's lucky year with its dealings with the Traffic Commissioners as revisions to its Maidford to Rugby BTH service were objected to by the London Midland Railway and also refused.

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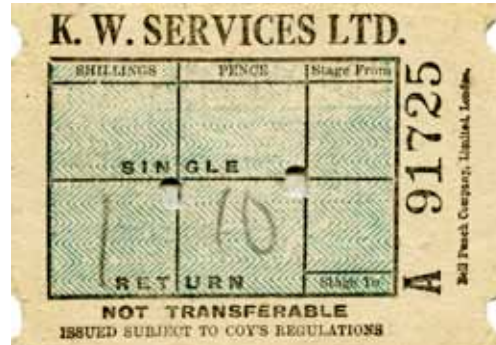
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In the mid-1950s KW Services replaced their Bell Punch ticketing system with Bellgraphic dispensers and the illustration below shows a 1/10d return ticket.



Meanwhile, as far as rolling stock was concerned, two second-hand and three new vehicles were acquired by KW Services Ltd during 1954/5. Dealing first with the two second-hand motors, a Plaxton bodied Leyland Tiger PS1 coach registered AEE 82 was bought in 1954 having previously been operated by Stark of Tetney in Lincolnshire. The other used acquisition was a Bedford OB with Mulliner bodywork that came from the Manfield Shoe Company of Northampton who bought it new in November 1949 as BNH 603. The new rolling stock comprised an A.E.C. Reliance with Duple Elizabethan coachwork seating forty-one passengers and this was registered KNV 442 in July 1954. It was followed in January 1955 by LBD 511/2, two service buses with Duple Midland forty-seat bodies on Bedford SBG chassis. Neither enjoyed a long life in the KW fleet, being disposed of within three years.



The Duple Elizabethan coachwork of KNV 442 looks quite substantial in this view of the A.E.C. Reliance coach taken at Daventry in 1957. (Photo courtesy R Marshall)

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Not the most attractive service bus ever built but fortunately this view of LBD 511, a Bedford SBG with Duple Midland bodywork, was taken at Northampton in August 1955 prior to KW Services selling it in the following year. (Photo courtesy R Marshall)



This time an offside view of a Duple Midland bodied Bedford SBG. Again photographed at the Mayorhold, Northampton this illustration shows LBD 512 working local stage-carriages services. (Photo courtesy R Marshall)

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February 1956 saw KW Services wishing to introduce a new workers' service running from Long Buckby, Square via Norton to the British Timken Factory at Daventry and under reference TER3165/30 this route, restricted to employees of British Timken, was duly authorised for Monday to Saturday operation. Otherwise during 1956 the timetables of the Banbury and Northampton services were slightly amended and most fares increased.

For the 1956 season another attractive A.E.C. Reliance coach was purchased new, this time with a Duple Britannia forty-one seat body. It was registered NBD 207 and entered service in February 1956. A month or two later another vehicle was acquired second-hand for local service work and this was a wartime Bedford OWB that had been rebodied with Duple MkV coachwork in 1949. It had previously worked for Babbage of Cromer and was registered EPW 359.



Although similar to the Duple Vista, the MkV body lacked some of the refinements of the Vista as can be seen in this view of EPW 359 taken at Northampton in 1957.

(Photo courtesy R Marshall)

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The pleasing lines of Duple Britannia bodied A.E.C. Reliance NBD 207 are evident from this photograph.



*This Crossley SD42 with Yeates coachwork registered LWE 669 was bought in January 1957 and looked extremely smart even though by the time it was photographed at Banbury in July 1958 it was nine years old.
(Photo courtesy R Marshall)*

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Moving on to 1957, in April an application was made to withdraw the Wednesday service from the Eydon to Northampton licence and to introduce a new Monday to Saturday workers' service from Eydon via Woodford Halse, Byfield, Charwelton, Badby and Daventry to the British Timken Factory. This route was granted under reference TER 3165/31. Later in the year, in September, the Wednesday operations were reinstated on the Eydon/Woodford Halse to Northampton service and withdrawn from the Moreton Pinkney to Northampton route. Various other revisions to Saturday and Sunday timetables were made in the latter months of the year, moving journeys from one licence to another and discontinuing the Moreton Pinkney to Northampton licence TER 3165/24. In this way more economical coverage of the various villages in the area was achieved.

Excursions & Tours licences continued to be held for departures from Blakesley, Woodford Halse, Weston, Daventry and Upper Weedon.

The ownership of KW Services Ltd was last considered in this paper for the year 1943 when the Shareholding was as follows:- J Welton - 1060 Shares; J Kingston - 980 Shares; H Harrison - 980 Shares; G Bates - 980 Shares, giving a total of 4,000 Shares. Messrs Harrison and Bates' main business enterprise was Express Transport Service Ltd of Wellingborough and after the War this business was absorbed into the British Road Services network. It seems likely, although by no means certain, that around the time Harrison and Bates disposed of their haulage interests they also sold their Shares in KW Services Ltd to Kingston and Welton. In June 1956 William Kingston died and his investment in KW passed to his wife Evelyn. By May 1957 Evelyn Kingston had sold



By coincidence, the Duple Vista bodied Bedford OB transferred from Taylor's to KW Services had started life with Manfield & Son, shoe manufacturers of Northampton as had BNH 603 purchased direct by KW two years earlier. The former Taylor's model was registered AVV 814 and is seen here when new to Manfield.

(Photo courtesy the Omnibus Society)

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her share of KW to George and Marie Taylor of Long Buckby who were running seven vehicles and trading as Long Buckby Motors. KW, on the other hand, were operating fourteen buses and coaches at this time. At this stage it appears that half-a-dozen of Taylor's vehicles were transferred to the KW fleet and these comprised a pair of A.E.C. Reliances, a couple of Commers, a Bedford OB and a Daimler. Prior to that, in January 1957, KW Services purchased a second-hand Crossley with Yeates coachwork seating forty-five passengers. A selection of the acquired stock is illustrated.



One of the two A.E.C. Reliances taken from Taylor's was MHO 363 having a Mann Egerton body seating forty-three passengers.



The other A.E.C. Reliance transferred from Taylor's was NHO 720 which was mounted with Duple Elizabethan coachwork.
(Photo courtesy R Marshall)

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Representing the Commer Avengers is ORP 1 a Plaxton Consort I bodied coach seating forty-one and new to Taylor's only a month before incorporation within the Daventry KW fleet. This photograph was taken at Nottingham. (Photo courtesy R Marshall)

At an Extraordinary General Meeting of KW Services Ltd held on 1st January 1958 the authorised capital of the company was increased from £4,000 to £6,500 by the creation of 2,500 Shares of £1 each. Also, the name of the company was changed to KW Coaches Ltd, its Certificate of Incorporation on Change of Name being issued on 14th January 1958. On 17th February 1958 2,490 of the additional Shares authorised were allotted to George Taylor at a price of £4 each. Shortly afterwards it is understood that Jack Welton retired and sold his Shareholding to George and Marie Taylor. However, the change of name in January 1958 brings to a close the fascinating story of KW Services Ltd. Nevertheless the "KW" name lived on and will be continued in paper NN-KW3.

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	NV388	A.J.S.	Pilot	1003	Petty	C26F		6/31	1/37	c-/39?	KW Services, Blakesley	Owen, Upper Boddington	
	RP9593	Gilford	168OT	11657	Duple	C32F	1957	11/30	1/37	c-/39?	KW Services, Blakesley		
3	NV3500	Dennis	Ace	200149	King & Taylor?	C20F		5/34	1/37	c-/48?	KW Services, Blakesley	Bennett, Ilmington	
	?	REO	Speed Wagon	129880	Eaton	B14		-/26	1/37	5/37?	KW Services, Blakesley		
1	NV970	Bedford	WLB	108341	?	20		1/32	1/37	c-/46?	KW Services, Blakesley	Williams, Godolphin Cross	
7	NV5120	Maudslay	ML3K	5188	Grose	C32R		3/35	1/37	c-/48?	KW Services, Blakesley	Walters & Osborne, Irthlingborough	
6 (D1)	BKX898	Dennis	Lancet I	170905	Dennis	C32C		5/35	1/37	?	KW Services, Blakesley		
8 (9)	NV9271	Leyland	Cheetah LZ2	12561	Duple?	C32R		5/37	-	by 9/51	Supplied Arlington, SW1	Healing, Hillingdon	
5	MJ4549	Dennis	Lancet 1	170209	Short	B32F		6/34	6/37	-/44	Seamarks, Westoning	Caravan (-/46)	
8	MJ4550	Dennis	Ace	200192	Grose	B20F		6/34	6/37?	by 2/41	Seamarks, Westoning	Newbury & District	1
L2	ARP100	Leyland	Lion LT8	302332	Duple	C39F	5808	2/39	-	by 4/47	Supplied Arlington, SW1	Smith, Barrhead	
	KP320	T.S.M.	B10A	5188	Vickers	B32R		6/28	4/40	c-/46	Maidstone (10)		
L3	BRP218	Leyland	Tiger TS11	307764	1. W'brook? or Burlingham? 2. Duple Willowbrook	UB36F		3/42	-	6/46	-	Errington, Evington/Moreton, Nuneaton	1
	FW8651	Dennis	Lancet 1	171153		C33F C35F	41896 2953	6/46 1/37	c-/42	1/55 c-/47?	Walmersley Bros., North Somercotes	Batchellor, Barby	
	ABK86	Bedford	WTB	110921	Duple	C25F	8591	c11/36	c-/42	by 3/48	Bruce, Portsmouth	Webb, Armscote	
	GS4487	Leyland	Lion LT5B	4098	Alexander	B32F		5/34	11/43	8/52	Alexander (P626)	Holman, Hertford	
	AV7257	Albion	Valkyrie SpPW69	16402J	Walker?	B36F		5/35	7/44	c 11/44	A1 Ardrossan	Jolly, Norton	
	SN5644	Albion	Valkyrie PV70	11502K	Cowieson	C32R		5/32	c-/45	?	Central SMT (W44)	Cannon, Puckeridge	
	RV1495	T.S.M.	C60A7	9021	Harrington	C32R		5/35	c-/45	by 4/48	Hants & Sussex	Parker, London NW9	

NOTES: 1 - To War Department -/40 to -/44?

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	CNO740	T.S.M.	B39A7	8760	Duple	C36F	5511	6/35	-/45	12/47	Eastern National (3699)	Margo, Somersham	
D1	UD6185	Dennis	Lancet I	170710	Duple	C36R	4382	7/34	by 9/45		Worth, Enstone	Showman	
B3	CNV382	Bedford	OWB	29455	Duple	UB32F	41321	8/45	-	c3/52?	Supplied Grose Ltd., Northampton	Bryn, Pontllanfraith	1
A1	CRP476	A.E.C.	Regal I	06624862	Duple A	C33F	42652	6/46	-	1/55	-	Errington, Evington/ Central, Uppingham	
A2	DNV809	A.E.C.	Regal I	06625364	Duple A	C33F	45333	6/47	-	1/57	-	Woodcock, Buxton	
B4	DNV810	Bedford	OB	54467	Duple Vista	C29F	46565	6/47	-	6/56	-	Naylor, Halesworth	
B5	DRP722	Bedford	OB	61409	Duple Vista	C29F	46566	10/47	-	-/57	Supplied Grose Ltd., Northampton	Tate, Markyate	
L4	CK4098	Leyland	Tiger TS2	60495	ECOC	37F		5/29	1/48	5/52	Horton Motor Works, Horton	Sheppard, (Showman)	2
L5	EBD465	Leyland	Tiger PS1/1	473431	Duple A	C33F	45799	3/48	-	by 5/53	Supplied Arlington, SW1	Valiant, Ealing	
A3	DUK754	A.E.C.	Regal I	06624765	Plaxton	C33F		6/46	10/48	by 4/54	Don Everall, Wolverhampton	T H Smith, Groby	
A4	DUK755	A.E.C.	Regal I	06624766	Plaxton	C33F	90	8/46	10/48	by 11/51	Don Everall, Wolverhampton	Blackwell, Earls Colne	
B6	ENV???	Bedford	OB		Duple Vista	C29F	257	-/49	-	by 11/56	-		
A5	FBD60	A.E.C.	Regal III	9621A611	Duple	C33F	45440	6/49	-	by 5/61	Supplied E Ward, Wellingborough	Civil Engineering Tranport, Broughton	
B7	FBD311	Bedford	OB	113069	Duple Vista	C29F	43976	8/49	-	2/59	Supplied Yeates, Loughborough	Carter, Northwood	
A6	FNV355	A.E.C.	Regal III	9621A898	Whitson	C33F		12/49	-	by 9/60	-	Chown, Northampton	
B8	FNV705	Bedford	OB	130083	Duple Vista	C29F	46567	3/50	-	2/60	Supplied Grose Ltd, Northampton	Cannon, Puckeridge	3
B9	EUK533	Bedford	OB	48315	Mulliner	DP29F	T14	5/47	-/51	9/54	Worthington, Wolverhampton	Houchen, Dersingham	4
B10	EUK540	Bedford	OB	55597	Mulliner	DP29F	T76	7/47	-/51	7/55	Worthington, Wolverhampton	Errington, Evington/ Leics Co-op,M/ Shop	
A7	GNV860	A.E.C.	Regal IV	9821E460	Yeates	C39C	257	6/51	-	6/61	Supplied Hamblins, Leicester	Turriff, (Contractor), Warwick	
S1	GRP105	Sentinel	STC4	4/40/72	Sentinel	B40F	-	7/51	-	-/58	-	Gee & Harrison, Whittington	

NOTES: 1 - Reseated UB30F by 9/49.

2 - Fitted with an ECOC body, probably obtained from E.C.W. Irthlingborough, by Horton Motor Works c1/48.

3 - Reseated C25F by 3/57.

4 - Registration records record W Whittingham, Wolverhampton as last owner.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
B11	GRP335	Bedford	SB	3357	Duple Vega	C33F	57052	8/51	-	4/60	Supplied Errington, Evington Durham Dist Servs Ltd (080)	Cookson, Lawford	1
	UP9130	Dennis	Lancet 1	170694	Raine(-/43)	B32F		5/34	-/52				
B12	HNV786	Bedford	SB	9854	Yeates	C35F	318	8/52	-	2/59	-	Mason, Buxton	
	DUT570	Guy	Arab III (5LW)	FD29435	Saunders	B37F		3/47	12/53	11/58	Brown, Sapcote	Alexander, Sheffield	
	AEE82	Leyland	Tiger PS1/2	462734	Plaxton	C33F	83	3/47	-/54	12/54	Stark, Tetney	Errington, Evington/ M Moreton, Nuneaton	
A8	KNV442	A.E.C.	Reliance	MU3RV134	Duple Elizabethan	C41C	211/2	7/54	-	1/64	-	Reliance, Newbury	
B14	LBD511	Bedford	SBG	34430	Duple Midland	B40F		1/55	-	-/56	-	Oxford, Penrhyn	
B15	LBD512	Bedford	SBG	34416	Duple Midland	B40F		1/55	-	11/58	-	Mundy, Camborne	
B10	BNH603	Bedford	OB	121843	Mulliner	B28F	T544	11/49	by 3/55	by 7/58	Manfield, Northampton		
A9	NBD207	A.E.C.	Reliance	MU3RV877	Duple Britannia	C41C	1066/15	2/56	-	12/61	-	Accident, Chassis to 1BNV	
B4	EPW359	Bedford	OWB	10890	Duple V(-/49)	C29F	51895	-/42	by 5/56	2/59	Babbage, Cromer	Else, Gosberton	
A4	LWE669	Crossley	SD42/7	98069	Yeates	C35F	119	6/49	1/57	6/59	Oliver, Loughborough	Ivens, Rugby	
B14	AVV814	Bedford	OB	98032	Duple Vista	C29F		4/49	5/57	by 8/59	G Taylor, Long Buckby	James, Llangeitho	
A15	JAB207	Daimler	CVD6	16710	Heaver	C33F		-/50	5/57	1/62	G Taylor, Long Buckby		
A10	MHO363	A.E.C.	Reliance	MU3RV010	Mann Egerton	C43F		6/54	5/57	1/64	G Taylor, Long Buckby	Reliance, Newbury	
A11	NHO720	A.E.C.	Reliance	MU3RV295	Duple Elizabethan	C43F	212/4	3/55	5/57	12/62	G Taylor, Long Buckby	Spiers, Henley	
A12	LRP1	Commer	Avenger III	T85A0070	Plaxton Venturer	C41F	2587	4/55	5/57	12/60	G Taylor, Long Buckby	Varey, Mickleover	
A14	ORP1	Commer	Avenger IV	94A0049	Plaxton Consort I	C41F	2022	4/57	5/57	5/61	G Taylor, Long Buckby	Nesbit, Somerby	

NOTES: 1 - UP9130 New to Beeline Safety Coaches Ltd, Stockton-on-Tees with Dennis C32F body. Passed to Express Omnibus Co (Durham) Ltd in 1939 and rebodied -/43 Raine B32F. To Durham Services Ltd 8/50 and operated until 12/51. Fitted with an A.E.C. 7.7 engine.