

Bygone Buses

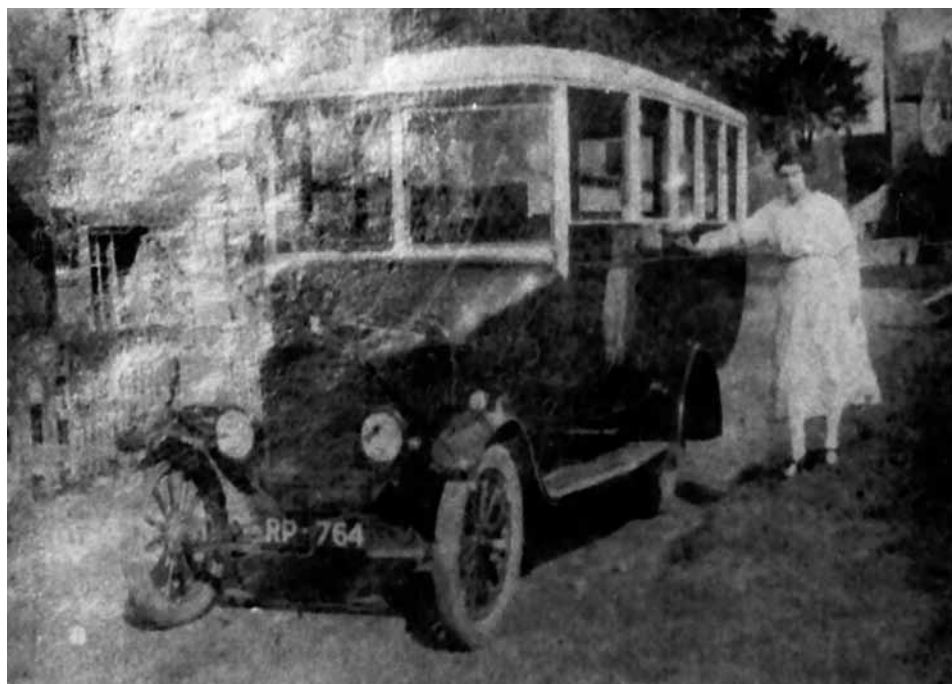
of
NORTHAMPTONSHIRE

NN-KN2

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KNIGHT, Sarah Jane t/a "Sally" Omnibus Service Ivy Cottage, 8 High Street, DENTON later also at 77 Colwyn Road, NORTHAMPTON

Readers of paper NN-KN1, which deals principally with the activities of Mervyn Knight, will know that there were eleven children in the Knight family. Mervyn's younger brother – Charles White Knight – worked on the land during the first World War and he became a pig breeder. In due course he married Sarah Jane Cavey (known as Sally) of Cold Higham and she was a forceful person who almost certainly had more money than her husband. Early in 1925 Charles and Sarah Knight decided to operate buses and on 26th February Sarah Knight ordered a Ford T from Henry Oliver Ltd, the Northampton Ford dealer. The 14-seater saloon bus was delivered on 31st March 1925 and was registered RP 764 on 1st April. This machine cost £328, was known locally as "the orange box", and was used by the Knights to develop a Denton - Brafield - Northampton service, probably on Wednesdays and Saturdays only to begin with, and later extended in an easterly direction to Yardley Hastings, Olney, Lavendon and Harrold.



The dilapidated condition of this photograph is unfortunate but it does show *Knight's first bus, a Ford T registered RP 764 in April 1925, photographed in High Street, Denton outside Ivy Cottage where the Knights' lived.*

(Photo courtesy John Brownridge collection).

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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KNIGHT Sarah Jane - DENTON

From the beginning the operations were carried out solely in Sarah Jane Knight's name although her husband was very much involved in the running of the business. This suggests that the capital used to establish the operation originated from Sarah's side of the family. The service was operated in competition with the Northampton Motor Omnibus Co Ltd running from Northampton to Harrold/Bozeat; Agnes Minney of Yardley Hastings running from that village to Northampton and later from Harrold, Lavendon and Olney and A Law & Sons operating between Brafield and Northampton. It is doubtful whether the local service operated by Sarah Knight could have been so successful with a single Ford T to have generated sufficient cash to purchase four brand new REO buses during the course of 1926 and 1927. Be that as it may, Sarah Jane Knight bought NH 6626 and RP 3469 in 1926 with RP 3740 and RP 5011 following in 1927. RP 3740, at least, was supplied by Messrs Allchin of Northampton and probably the other three were also. The last of the four vehicles replaced the original Ford T registered RP 764. At around this time a second-hand Chevrolet 16/18 seater was purchased from B F Reeve of Foster's Booth but nothing else is known of this vehicle other than that it was a 4-cylinder model. By November 1926 at the latest, the service had been extended eastwards to Yardley Hastings and the name "Sally" adorned the sides and possibly the rears of the buses.

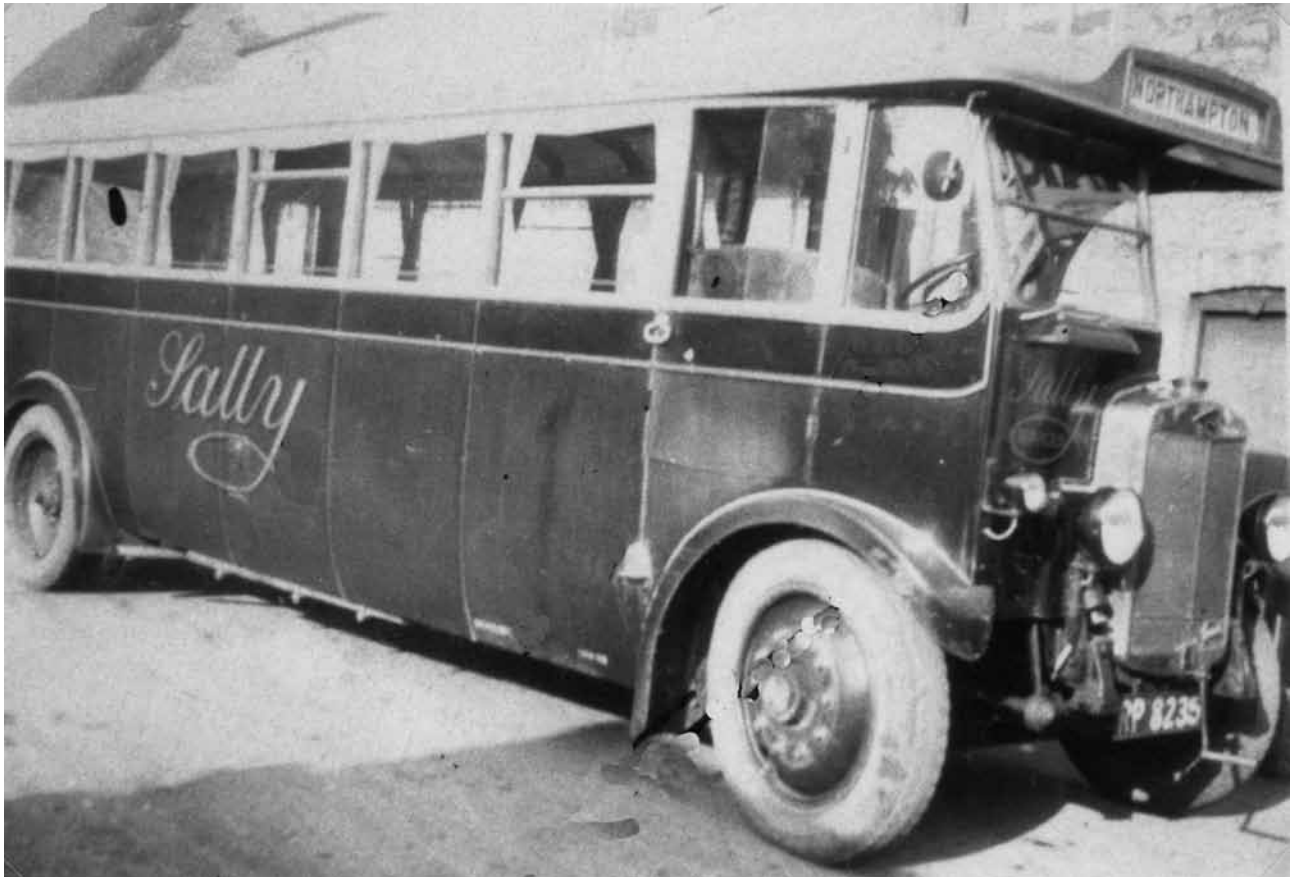


REO – RP 5011 – was supplied new to S J Knight on 14th October 1927 and it gave seven years service. It was certainly a fine looking bus and its leather seats can clearly be seen through the windows.

An even larger investment in new rolling stock was made in 1929 when Sarah Knight purchased four new vehicles for her fast expanding fleet. The first was a Chevrolet which seated 14 passengers and was registered RP 7322 on 27th April 1929. In May a 20-seater REO registered NH 9124 and a Morris registered NH 9128 joined the fleet. On 24th

KNIGHT Sarah Jane - DENTON

December 1929 the first of a number of A.J.S. models was taken into stock. This latter vehicle was registered RP 8235 and was a Commodore model seating 32 passengers. All the above mentioned vehicles were additional to the fleet.



This A.J.S. Commodore was registered RP 8235 and joined the "Sally" fleet in December 1929 and must have looked a very modern vehicle at the time.



A.J.S. "COMMODORE" 32 Seater B

A nearside view of RP 8235, a Petty bodied A.J.S. Commodore.

(Photo courtesy R Marshall collection)

KNIGHT Sarah Jane - DENTON

With modern buses Sarah Knight, trading as “Sally” Omnibus Service, soon dominated the Yardley Hastings to Northampton section of route and Agnes Minney found she had to invest in new tackle to stand any chance of competing. This was done but the financial strain put on the business meant Minney was fighting a losing battle. Consequently, at an unknown date in 1930, Agnes Minney sold her business to Sarah Knight and the sale included the transfer of Star Flyer – RP 5179 and Chevrolet – RP 6276 to Sarah Knight's ownership. In addition Sarah Knight took over the lease of Agnes Minney's Yardley Hastings garage in Little Street. By 1930, after the acquisition of Minney's timings and the extension of route beyond Yardley Hastings to Olney and/or Lavendon and Harrold, “Sally” was providing a full and comprehensive service on the A428 road. In December of that year the timetable was as shown on pages 5 and 6.



This Willowbrook bodied Star Flyer RP 5179 was new to Agnes Minney of Yardley Hastings in December 1927 and was photographed in Minney's ownership prior to being taken over by Sarah Knight around about 1930.

Evidently the Knights were satisfied with the performance of the A.J.S. purchased in 1929 and in 1931 ordered two more from Messrs Petty Bros of Hitchin who also built the bodies. Both coaches seated 26 passengers but one was a “Pilot” and the other a “Commodore”. First to be delivered was NV 274 which was taxed on 22nd May 1931 and was followed a couple of months later by NV 434 which was first registered on 3rd July 1931. The two new vehicles replaced REO – RP 3469 and Chevrolet – RP 6276.

The Road Traffic Act of 1930 made it necessary for Sarah Knight to apply to the Traffic Commissioners for a Road Service Licence to continue the service she had provided during

KNIGHT Sarah Jane - DENTON

S. J. KNIGHT, Denton. "SALLY" Omnibus Service between NORTHAMPTON, OLNEY, LAVENDON AND HARROLD via YARDLEY HASTINGS. WEDNESDAY.

LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	7.15	8.30	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15
Great Houghton	7.22	8.38	9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22	5.22	6.22	7.22	8.22	9.22	10.22
Little Houghton	7.25	8.40	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25
Harrold	7.30	8.45	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30
Denton	7.35	8.50	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35
Yardley Hastings	7.40	8.55	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40
Olney	7.55	9.10	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00
Lavendon	8.30	9.45	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30
Harrold	9.15	10.30	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15
Northampton	10.00	11.15	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00
Great Houghton	10.07	11.22	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07	8.07	9.07	10.07	11.07	12.07	1.07
Little Houghton	10.10	11.25	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10
Harrold	10.15	11.30	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15
Denton	10.20	11.35	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20
Yardley Hastings	10.25	11.40	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25
Olney	10.40	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00
Lavendon	11.15	12.30	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15
Harrold	12.00	1.15	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00
Northampton	12.15	1.30	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15
Great Houghton	12.22	1.37	2.22	3.22	4.22	5.22	6.22	7.22	8.22	9.22	10.22	11.22	12.22	1.22	2.22	3.22
Little Houghton	12.25	1.40	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25
Harrold	12.30	1.45	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30
Denton	12.35	1.50	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35
Yardley Hastings	12.40	1.55	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40
Olney	12.55	2.10	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55
Lavendon	1.30	2.45	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30
Harrold	2.15	3.30	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15
Northampton	2.30	3.45	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30
Great Houghton	2.37	3.52	4.47	5.47	6.47	7.47	8.47	9.47	10.47	11.47	12.47	1.47	2.47	3.47	4.47	5.47
Little Houghton	2.40	3.55	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50
Harrold	2.45	4.00	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55
Denton	2.50	4.05	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00
Yardley Hastings	2.55	4.10	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05
Olney	3.10	4.25	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20
Lavendon	3.45	5.00	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45
Harrold	4.30	5.45	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30
Northampton	4.45	6.00	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45
Great Houghton	4.52	6.07	6.52	7.52	8.52	9.52	10.52	11.52	12.52	1.52	2.52	3.52	4.52	5.52	6.52	7.52
Little Houghton	4.55	6.10	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55
Harrold	5.00	6.15	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00
Denton	5.05	6.20	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05
Yardley Hastings	5.10	6.25	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10
Olney	5.25	6.40	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25
Lavendon	6.00	7.15	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00
Harrold	6.45	8.00	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45
Northampton	7.00	8.15	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00
Great Houghton	7.07	8.22	9.07	10.07	11.07	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07	8.07	9.07	10.07
Little Houghton	7.10	8.25	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10
Harrold	7.15	8.30	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15
Denton	7.20	8.35	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20
Yardley Hastings	7.25	8.40	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25
Olney	7.40	8.55	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40
Lavendon	8.15	9.30	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15
Harrold	9.00	10.15	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00
Northampton	9.15	10.30	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15
Great Houghton	9.22	10.37	11.22	12.22	1.22	2.22	3.22	4.22	5.22	6.22	7.22	8.22	9.22	10.22	11.22	12.22
Little Houghton	9.25	10.40	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25
Harrold	9.30	10.45	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30
Denton	9.35	10.50	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35
Yardley Hastings	9.40	10.55	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40
Olney	10.00	11.15	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00
Lavendon	10.35	11.50	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30
Harrold	11.20	12.35	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15
Northampton	11.35	12.50	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20
Great Houghton	11.42	13.00	1.27	2.27	3.27	4.27	5.27	6.27	7.27	8.27	9.27	10.27	11.27	12.27	1.27	2.27
Little Houghton	11.45	13.05	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30
Harrold																

KNIGHT Sarah Jane - DENTON

SUNDAY.

LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	10 0	10 30	11 30	12 0	1 45	2 30	2 45	3 0	3 30	3 45	4 0
Great Houghton	10 8	10 38	11 38	12 8	1 53	2 8	2 38	2 52	3 8	3 48	4 0
Little Houghton	10 10	10 40	11 40	12 10	1 55	2 10	2 40	2 55	3 10	3 50	4 0
Brafield	10 15	10 45	11 45	12 15	2 0	2 15	2 45	3 0	3 15	3 55	4 0
Denton	10 20	10 50	11 50	12 20	2 5	2 20	2 50	3 5	3 20	4 00	4 0
Yardley Hastings	10 30	10 55	12 0	12 25	2 15	2 25	2 55	3 15	3 30	4 00	4 0
Olney	11 0	11 10	12 10	12 40	3 0	3 10	3 40	3 50	4 00	4 10	4 0
Harrold	11 10	11 20	12 20	12 50	3 10	3 20	3 50	4 00	4 10	4 20	4 0
AVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	3 15	3 30	4 0	5 15	5 45	6 0	6 30	7 0	7 15	7 30	7 45
Great Houghton	3 22	3 38	4 8	5 22	5 52	6 8	6 38	7 8	7 22	7 38	7 45
Little Houghton	3 25	3 40	4 10	5 25	5 55	6 10	6 40	7 10	7 25	7 40	7 45
Brafield	3 30	3 45	4 15	5 30	6 0	6 15	6 45	7 15	7 30	7 45	7 45
Denton	3 35	3 50	4 20	5 35	6 5	6 20	6 50	7 20	7 35	7 45	7 45
Yardley Hastings	3 45	3 55	4 30	5 45	6 15	6 25	6 55	7 25	7 45	7 45	7 45
Olney	4 0	4 10	4 40	5 55	6 45	6 55	7 25	7 45	7 45	7 45	7 45
Harrold	4 10	4 20	4 50	6 5	6 40	6 50	7 20	7 40	7 45	7 45	7 45
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	7 45	8 0	8 45	9 30	10 0	10 15	10 30	10 45	11 0	11 15	11 30
Great Houghton	7 52	8 10	8 52	9 22	9 38	10 8	10 22	10 38	10 45	11 0	11 15
Little Houghton	7 55	8 10	8 55	9 25	9 40	10 10	10 25	10 40	10 45	11 0	11 15
Brafield	8 0	8 15	9 0	9 30	9 45	10 15	10 30	10 45	10 50	11 0	11 15
Denton	8 5	8 20	9 5	9 40	9 55	10 20	10 35	10 50	10 55	11 0	11 15
Yardley Hastings	8 10	8 30	9 25	9 45	10 0	10 25	10 45	10 55	11 0	11 15	11 30
Olney	8 25	8 30	9 25	9 45	10 0	10 25	10 45	10 55	11 0	11 15	11 30
Harrold	8 30	8 35	9 25	9 45	10 0	10 25	10 45	10 55	11 0	11 15	11 30

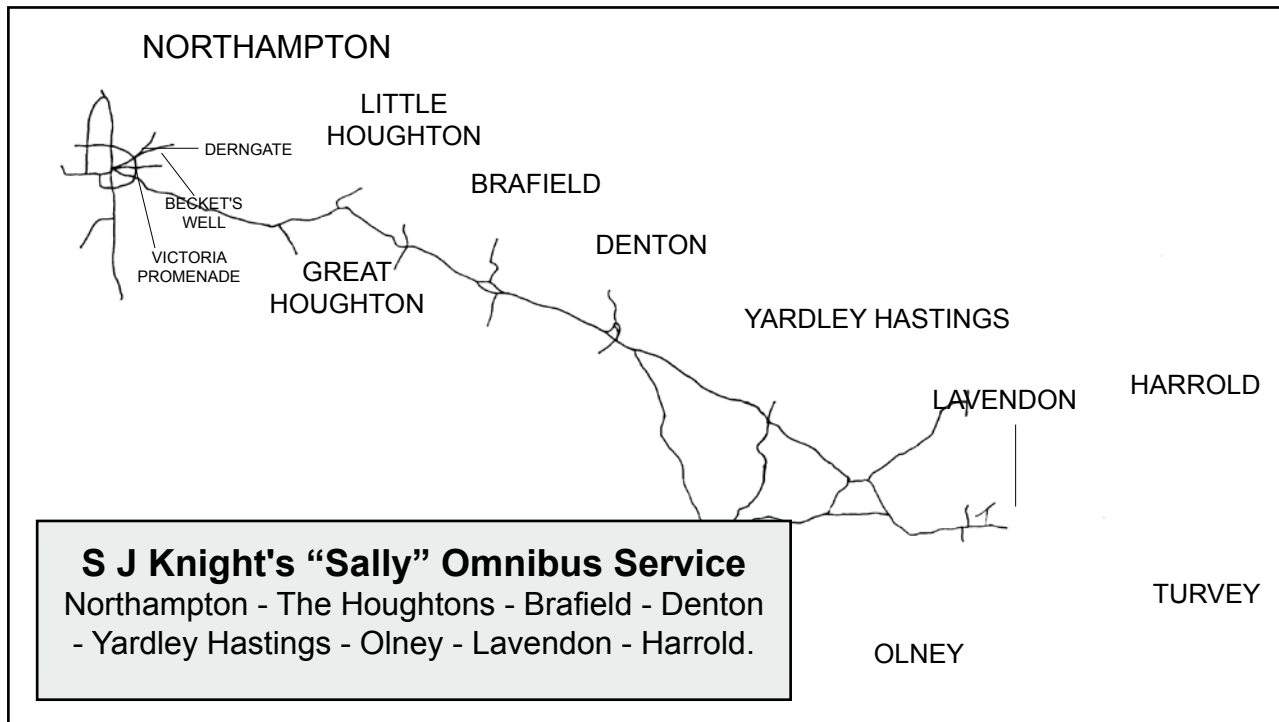
SUNDAY.

LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Harrold	9 30	10 50	11 30	12 50	1 5	1 40	2 20	2 30	2 40	2 50	3 0
Olney	9 35	11 0	11 35	1 0	1 25	1 45	2 30	2 40	2 50	3 0	3 10
Yardley Hastings	9 40	11 5	11 40	1 5	1 30	1 50	2 35	2 45	2 55	3 0	3 10
Denton	9 45	11 10	11 45	1 10	1 35	1 55	2 40	2 50	3 0	3 10	3 20
Little Houghton	9 47	11 12	11 47	1 12	1 37	1 57	2 42	2 52	3 0	3 10	3 20
Great Houghton	9 55	11 20	11 55	1 20	1 45	2 5	2 50	3 0	3 10	3 20	3 30
Northampton	9 55	11 20	11 55	1 20	1 45	2 5	2 50	3 0	3 10	3 20	3 30
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Harrold	2 40	3 20	4 50	5 15	5 45	6 15	6 55	7 0	7 10	7 20	7 30
Olney	2 55	3 30	5 0	5 20	5 55	6 25	7 0	7 10	7 20	7 30	7 40
Yardley Hastings	3 0	3 30	5 5	5 25	6 0	6 30	7 5	7 10	7 20	7 30	7 40
Denton	3 5	3 35	5 5	5 35	6 5	6 35	7 10	7 20	7 30	7 40	7 50
Brafield	3 10	3 40	5 10	5 30	6 5	6 35	7 10	7 20	7 30	7 40	7 50
Little Houghton	3 12	3 42	5 12	5 32	6 7	6 37	7 12	7 20	7 30	7 40	7 50
Great Houghton	3 20	3 50	5 20	5 40	6 15	6 45	7 20	7 30	7 40	7 50	8 0
Northampton	3 20	3 50	5 20	5 40	6 15	6 45	7 20	7 30	7 40	7 50	8 0
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Harrold	7 30	7 40	8 30	9 0	9 10	9 20	9 30	9 40	9 50	10 0	10 10
Olney	7 45	7 55	8 45	9 15	9 25	9 35	9 45	9 55	10 0	10 10	10 20
Yardley Hastings	7 50	8 0	8 50	9 20	9 30	9 40	9 50	10 0	10 10	10 20	10 30
Denton	7 55	8 5	8 55	9 25	9 35	9 45	9 55	10 0	10 10	10 20	10 30
Brafield	8 0	8 10	8 50	9 20	9 30	9 40	9 50	10 0	10 10	10 20	10 30
Little Houghton	8 5	8 25	9 0	9 10	9 20	9 30	9 40	9 50	10 0	10 10	10 20
Great Houghton	8 7	8 27	9 2	9 12	9 22	9 32	9 42	9 52	10 0	10 10	10 20
Northampton	7 50	8 15	8 35	9 10	9 20	9 30	9 40	9 50	10 0	10 10	10 20

S. J. KNIGHT, Denton. "SALLY" Omnibus Service between NORTHAMPTON, OLNEY, LAVENDON AND HARROLD via YARDLEY HASTINGS.

LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	7 15	8 09	15 11	0 11	15 11	0 12	20 12	30 12	45 1 0	1 0	1 10
Gt. Houghton	7 28	8 39	25 11	8 11	22 11	38 11	52 11	7 12	27 12	37 12	59 1 7
Little Houghton	7 35	8 49	25 11	8 11	25 11	40 11	55 11	0 12	30 12	40 12	55 1 10
Brafield	7 40	8 59	30 10	0 10	30 11	15 11	30 11	45 11	15 12	30 12	45 1 10
Denton	7 45	9 09	35 10	5 10	35 11	20 11	35 11	50 11	20 12	40 12	55 1 10
Yardley Hastings	7 50	9 19	40 10	10 10	40 11	25 11	40 11	55 11	25 12	45 12	55 1 10
Olney	7 55	9 29	45 10	10 10	45 11	30 11	45 11	0 10	30 12	45 12	55 1 10
Harrold	8 0	9 39	50 10	10 10	50 11	35 11	50 11	1 10	35 12	50 12	55 1 10
AVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	1 15	1 45	2 30	3 15	3 30	4 0	4 30	5 0	5 15	5 30	5 45
Gt. Houghton	1 22	1 52	2 37	3 22	3 37	4 7	4 37	5 8	5 22	5 38	5 52
Little Houghton	1 25	1 55	2 40	3 25	3 40	4 10	4 40	5 10	5 25	5 40	5 55
Brafield	1 30	2 0	2 45	3 0	3 30	3 45	4 15	4 45	5 15	5 30	5 45
Denton	1 35	2 5	2 50	3 5	3 35	3 50	4 20	4 50	5 20	5 35	5 50
Yardley Hastings	1 42	1 52	2 5	3 0	3 15	3 40	4 0	4 25	4 55	5 45	5 55
Olney	1 45	2 0	2 40	3 0	3 15	3 40	4 0	4 25	4 55	5 45	5 55
Harrold	1 50	2 10	2 50	3 10	3 25	3 50	4 10	4 35	5 0	5 40	5 50
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	6 30	7 15	7 45	8 30	8 55	9 15	9 45	10 15	10 30	10 45	11 0
Gt. Houghton	6 37	7 22	7 52	8 37	8 59	9 22	9 52	10 22	10 37	10 52	11 7
Little Houghton	6 40	7 25	7 55	8 40	9 0	9 25	9 55	10 25	10 40	10 55	11 10
Brafield	6 45	7 30	8 0	8 45	9 15	9 40	10 10	10 30	10 45	11 0	11 15
Denton	6 50	7 35	8 5	8 50	9 20	9 45	10 15	10 35	10 50	11 5	11 20
Yardley Hastings	6 55	7 40	8 10	9 0	9 30	10 0	10 30	10 50	11 10	11 20	11 35
Olney	7 0	7 35	8 10	9 0	9 40	10 10	10 30	10 50	11 10	11 20	11 35
Harrold	7 5	7 35	8 10	9 0	9 40	10 10	10 30	10 50	11 10	11 20	11 35
Yardley Hastings	7 8	7 38	8 12	9 0	9 40	10 10	10 30	10 50	11 10	11 20	11 35
Denton	7 15	7 45	8 20	9 0	9 55	10 35	11 15	11 40	12 15	12 45	1 15
Little Houghton	7 15	7 45	8 20	9 0	9 55	10 35	11 15	11 40	12 15	12 45	1 15
Great Houghton	7 15	7 45	8 20	9 0	9 55	10 35	11 15	11 40	12 15	12 45	1 15
Northampton	7 15	7 45	8 20	9 0	9 55	10 35	11 15	11 40	12 15	12 45	1 15
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Harrold	1 30	1 45	2 15	2 30	2 45	3 0	3 15	3 30	3 45	4 0	4 15
Olney	1 45	2 0	2 30	2 45	3 0	3 15	3 30	3 45	4 0	4 15	4 30
Yardley Hastings	1 50	2 10	2 40	2 55	3 10	3 25	3 40	3 55	4 10	4 25	4 40
Denton	2 0	2 20	2 50	3 0	3 20	3 35	3 50	4 0	4 20	4 35	4 50
Brafield	2 5	2 25	3 0	3 30	3 45	4 0	4 30	4 45	5 0	5 15	5 30
Little Houghton	3 0	2 30	3 5	3 35	3 50	4 0	4 35	4 50	5 0	5 15	5 30
Great Houghton	3 2	2 32	3 7	3 37	3 47	4 0	4 38	4 52	5 2	5 12	5 22
Northampton	3 40	2 15	2 20	2 45	3 15	3 45	4 15	4 45	5 20	5 40	6 15
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Harrold	6 5	6 40	7 30	7 45	8 15	8 40	9 15	9 40	10 15	10 40	11 0
Olney	6 2										

KNIGHT Sarah Jane - DENTON



A diagram of the Northampton - Harrold route provided by Sarah Knight.

the past year and, accordingly, the required application was made in September 1931. The stage-carriage route operated from Northampton (Derngate by 1931, previously Becket's Well and originally Derngate) via Great and Little Houghton, Brafield, Denton, Yardley Hastings, Olney and Lavendon to Harrold and the licence for this route was granted in November 1931. In addition, Sarah Knight applied to operate excursions from Northampton, Becket's Well but the application was subsequently withdrawn. By July 1932, when the Northampton to Harrold service was due for renewal, timetable amendments were made to co-ordinate with other operators, which at that time were Law's of Brafield and Eastern National.

In 1933 "Sally" Omnibus Services has a scuffle with Cogenhoe based operator York Bros who reached agreement to purchase the business of J & A Law of Brafield and M Law of Cogenhoe trading jointly as J, M & A Law at Brafield. Sarah Knight objected to York Bros operating over the Brafield to Northampton section of route as she was providing an adequate service. With the help of the Traffic Commissioners, Knight, York Bros and the Laws reached agreement on restrictive clauses limiting picking-up/setting-down being attached to the York Bros licence. One of the side issues of this matter was that Sarah Knight came to purchase two second-hand single-deckers, a Graham Bros and a Dodge. The Graham Bros came from York Bros who had acquired it from Maud Law of Cogenhoe and the Dodge came from J, M & A Law of Brafield as this latter bus had not been bought by York Bros in their agreement with the Laws' to purchase their business. The Graham Bros vehicle passing through York Bros' hands was registered RP 5335 whilst the Dodge was registered XN 9692.

KNIGHT Sarah Jane - DENTON

Sarah Knight bought another second-hand vehicle in 1933 and this was a REO registered RP 9047 which was being disposed of by Wilfred Gibson of Walgrave who ceased to trade at about this time. It seated 24 passengers and, at the end of the summer season, is believed to have replaced an older REO in the fleet, registered RP 3740.

During the course of 1934 at least two, if not three, second-hand purchases were made of A.J.S. Pilot and Commodore vehicles. Pilot UT 8110 and Commodore GH 3049 are known to have joined the fleet at this time and probably Commodore GP 3398 did also. REO RP 5011 and possibly Star RP 5179 may have been disposed of within a short time of the A.J.S. vehicles being taken into stock.



Taking part in Northampton's 1934 Carnival Parade is Sally's A.J.S. Commodore GP 3398.
(Photo courtesy Northampton Independent)

Knight's garage at Denton occupied land adjacent to Ivy Cottage, 8 High Street and by the mid 1930s too many vehicles were owned to be accommodated on the firm's own land. Additionally, two buses were garaged at Yardley Hastings in the property acquired on lease when Minney's operations were taken over. The parking of Knight's coaches on the highway at Denton caused a nuisance to other village residents and this situation led to Sarah Knight considering alternative arrangements. It will be recalled that "Sally" Coaches had probably operated a number of excursions from Northampton in 1930 and the preceding years as a licence had been applied for to the Traffic Commissioners. The

KNIGHT Sarah Jane - DENTON

reasons for the application's withdrawal are not known but evidently, as the 1930s progressed, Sarah Knight increasingly saw the need for an excursion licence based on Northampton as an important part of her business plan. In the Spring and Summer of 1934 Sarah Knight successfully applied to the Traffic Commissioners for a number of Short Period Excursions & Tours licences for seaside destinations. These applications almost certainly had something to do with the Northampton coach operator C Wilford & Son, but just what the connection was is uncertain. In any event, Sarah Knight solved her needs for both a larger garaging facility and for the acquisition of a Northampton excursion licence by purchasing the business of C Wilford & Sons in April 1935.

It is not known whether Sarah Knight acquired any vehicles with Wilford's business. Probably she did not as all this operator's buses and coaches are believed to have been elderly and in less than pristine condition. If any were bought they would have been unlikely to have survived beyond the first summer season following acquisition.

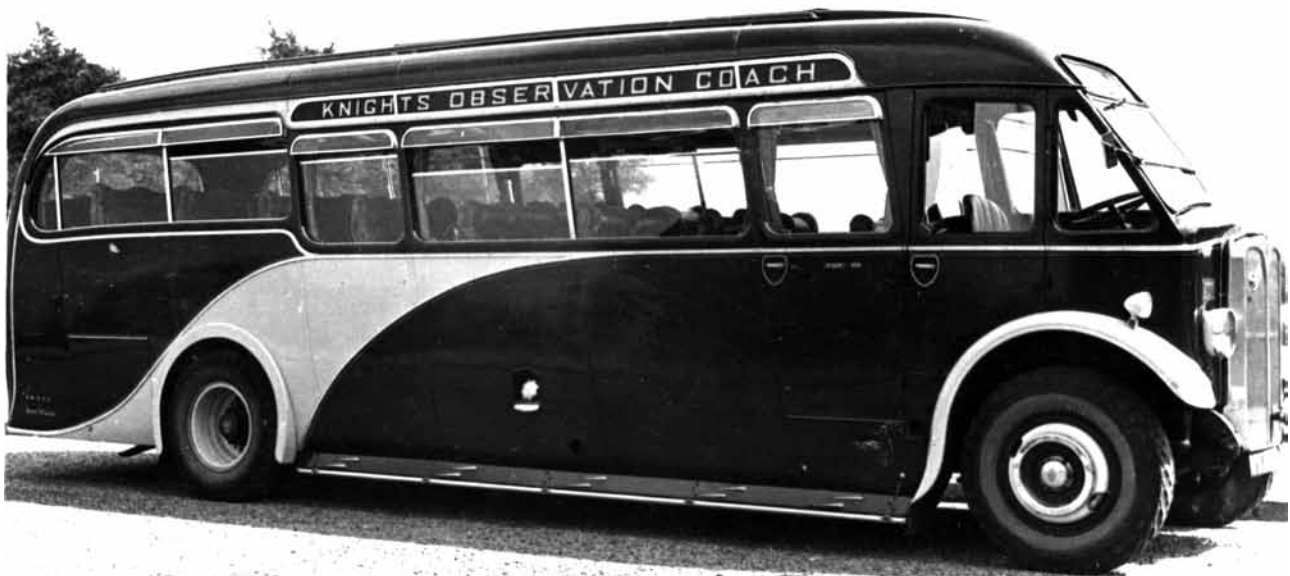
The majority of Sarah Knight's vehicles were buses rather than coaches and to uplift the public image of "Sally" Coaches and to take full advantage of her newly won source of revenue obtainable from Excursion and Tours operation, Sarah Knight immediately injected a superb A.E.C. Regal with Harrington thirty-two seat coachwork into the fleet. The machine in question was registered VV 3748 in May 1935 and it became the flagship of the "Sally" Coaches fleet.



VV 3748 - Knight's A.E.C. Regal coach with central entrance Harrington coachwork looks immaculate in this photograph. It carries the legend "Sally Coaches" in its nearside destination aperture and "Knight's Observation Coach" on its cantrail side panels.

(Photo courtesy R Marshall collection)

KNIGHT Sarah Jane - DENTON



An off-side view of the Harrington bodied A.E.C. Regal VV 3748. The livery of "Sally" vehicles at this time was blue and cream.

The Excursions and Tours licence taken over from C Wilford & Sons contained 18 day tours which included such destinations as Coventry & Birmingham, Hunstanton, Leicester Races, London Zoo, Newmarket Races, Nottingham Races, Skegness, Stratford-on-Avon, Thames Valley, Warwick Races and Whipsnade Zoo and the licence also permitted the operation of 14 circular tours. In addition to this licence, Wilford had also operated two Northampton mid-day shoe factory works buses, one from Manfield Road to Campbell Square and the other from Stimpson Avenue to Far Cotton. Both these licences were taken over by Sarah Knight.

Wilford had also been in possession of a licence which entitled him to operate from Northampton Market Square to Towcester Races on Easter Mondays and Sarah Knight was granted a one-day licence for Easter Monday 1935 but the facility lapsed after this time.

The premises at 77 Colwyn Road were leased by Wilford from W E Coombs of Northampton and the lease was assigned to Sarah Knight. In addition to the garage, the Colwyn Road site included a house into which Sarah and Charles Knight moved from their previous residence in Denton.

Charles Knight's younger brother, Herbert Sidney Knight, trained as a mechanic at Messrs Grose Ltd of Northampton and in due course he both drove and carried out

KNIGHT Sarah Jane - DENTON

maintenance work for "Sally" Omnibus Service. When Sarah and Charles Knight moved from Denton to Northampton, Sidney Knight took over control at Denton, running the local bus services whilst private hires were concentrated at the Northampton depot.

A year after the acquisition of Wilford's business, Sarah Knight in conjunction with Beeden's and York Bros each applied to the Traffic Commissioners in March 1936 to introduce 157 additional circular tours starting from Northampton and the application was duly granted by the Commissioners in May 1936.

Second-hand vehicles were the order of the day for the 1936 vehicle intake and it is believed that three motors were purchased which comprised a Maudslay, a Gilford and another A.J.S. Commodore. The Maudslay was an ML3BC model registered TF 2222 which Ribble Motor Services had acquired from Cadman's Services of Orrell. York Bros of nearby Cogenhoe bought two similar vehicles at the same time and it is likely that there was a connection between these purchases but exactly what that connection was is unclear. No doubt the two operators talked to each other and it is likely that Fred York organised the purchase of the three vehicles in a single transaction. The Gilford, registered RH 3919, was previously run by an operator in the Birmingham area whilst the A.J.S. Commodore - DM 7538 - had earlier seen service with Crosville Motor Services. Chevrolet RP 7322 was taken out of service during 1936.

The year 1937 saw the arrival in the "Sally" fleet of what was known as its "Coronation Coach". This machine was another superb A.E.C. Regal which was equipped with a thirty-two seat Harrington coach body. Illustrated overleaf, it was registered VV 6002 in May 1937 and made a fine stable-mate for VV 3748. Two more second-hand vehicles were bought prior to the War and these comprised an A.J.S. Pilot registered UP 3000 which came to Knight's in June 1938 when nine years old and ABC 558 which was an A.E.C. Regal with Burlingham coach body which was just three years old and had previously operated for Provincial Garages of Leicester.

Returning to the subject of Knight's local bus service, the timetable of buses operating between Northampton - The Houghtons - Brafield - Denton - Yardley Hastings and Olney on Mondays, Tuesdays, Thursdays and Fridays, extended to Lavendon and Harrold on Wednesdays, Saturdays and Sundays was as shown in the illustrations on pages 13 and 14. The Northampton terminal of the service had been transferred to Bridge Street Car Park by the time the illustrated timetables were current around 1937 and later still was moved to Victoria Promenade.

It has been mentioned previously that the Northampton Motor Omnibus Company Limited had for quite a number of years been operating a Northampton - Brafield - Denton - Yardley Hastings - Lavendon - Harrold service and in 1928 this company sold out to United Counties. The latter Company, having a territorial agreement with the National Omnibus & Transport Co Ltd passed the Northampton - Harrold route to National who instigated a Bedford to Northampton route numbered 50. National became Eastern National in 1930 and undoubtedly was quite keen to establish itself

KNIGHT Sarah Jane - DENTON



"Sally's" splendid A.E.C. Regal coach registered VV 6002 can be seen in this photograph. Note the large front mudguards fitted to the Harrington bodywork. The coach has the words "Knight's Coronation Coach" on its side.

as the sole operator on the route in question. That goal came a lot closer in 1939 when agreement was reached with Sarah Knight for the purchase of her stage-carriage services and on 24th May 1939 Eastern National took over the Northampton to Harrold route - Service 50A - together with five vehicles and the lease of the Yardley Hastings garage.

It will be recalled that Sarah Knight also held stage-carriage licences for a pair of Northampton based shoe factory workers' journeys. The one running from Stimpson Avenue to Far Cotton was discontinued by Sarah Knight in January 1939 whilst the Manfield Road to Campbell Square journeys, presumably by agreement between Eastern National and United Counties, was taken over by the latter Company and incorporated within the licence for a similar service already being operated for employees of Messrs Sears & Co and Messrs Crockett & Jones and on which employees of Manfield & Son could henceforth be accommodated.

Having sold the Denton based operations, Sarah and Charles Knight decided to retire early, vacating their Colwyn Road, Northampton house and moving to Hackleton. The Colwyn Road section of the business, which operated excursions and private hire together with five vehicles and the lease of the property passed to Charles Knight's younger brother - Herbert Sidney Knight and the story of Knight's Coaches under Sidney's ownership is continued in paper NN-KN3.

Bygone Buses

of
NORTHAMPTONSHIRE

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KNIGHT Sarah Jane - DENTON

FAIR ONE PENNY

KNIGHT'S
"SALLY"
OMNIBUS SERVICE
BETWEEN
NORTHAMPTON, OLNEY,
LAVENDON & HARROLD
via YARDLEY HASTINGS.
Calling at Great Houghton, Little
Houghton, Brafield, Denton, &c.
Passengers will be taken up and set down in
Northampton at Corporation Car Park, Bridge
Street.

LUXURY SUN-SALOON COACHES
FOR PRIVATE HIRE.
DISTANCE NO OBJECT
Phone : Cogenhoe 35 & Northampton 803

WE CONVEY PARCELS AT CHEAP RATES
All Parcels must be prepaid

Travel by "SALLY" Service and Ensure Comfort!
S. J. KNIGHT, Prop., DENTON.

Victory Press, Printers, Cogenhoe, Northampton.

Northampton to Olney

Monday, Tuesday, Thursday & Friday Service.

	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Northampton dep.	7.15	8.30	9.15	10.0	11.0	12.0	1.15	2.0	3.0	4.0	4.45									
Great Houghton	7.22	8.37	9.22	10.7	11.7	12.7	1.22	2.7	3.7	4.7	4.52									
Little Houghton	7.25	8.40	9.25	10.10	11.10	12.10	1.25	2.10	3.10	4.10	4.55									
Brafield	7.30	8.45	9.30	10.15	11.15	12.15	1.30	2.15	3.15	4.15	5.0									
Denton	7.35	8.50	9.35	10.20	11.20	12.20	1.35	2.20	3.20	4.20	5.5									
Yardley Hastings	7.45	9.0		10.30	11.30	12.30	1.45	2.30	3.30	4.30	5.15									
Olney arr.	8.0	9.15		10.45			2.0		3.45											

Olney to Northampton

Monday, Tuesday, Thursday & Friday Service.

	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Olney dep.	6.35	7.5		8.0	9.15		10.45													
Yardley Hastings	6.20	6.50	7.20	7.50	8.15	9.30		11.0	11.30	12.30										
Denton	6.30	7.0	7.30	8.0	8.25	9.40	10.20	11.10	11.40	12.40										
Brafield	6.35	7.5	7.35	8.5	8.30	9.45	10.25	11.15	11.45	12.45										
Little Houghton	6.40	7.10	7.40	8.10	8.35	9.50	10.30	11.20	11.50	12.50										
Great Houghton	6.43	7.13	7.43	8.13	8.37	9.53	10.33	11.23	11.53	12.53										
Northampton arr.	6.50	7.20	7.50	8.20	8.45	10.0	10.40	11.30	12.0	1.0										

Northampton to Olney & Harrold.

Wednesday Service

	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Northampton dep.	7.15	8.30	9.15	10.0	10.30	11.0	11.30	12.0	1.0	1.30										
Great Houghton	7.22	8.37	9.22	10.7	10.37	11.7	11.37	12.7	1.7	1.37										
Little Houghton	7.25	8.40	9.25	10.10	10.40	11.10	11.40	12.10	1.10	1.40										
Brafield	7.30	8.45	9.30	10.15	10.45	11.15	11.45	12.15	1.15	1.45										
Denton	7.35	8.50	9.35	10.20	10.50	11.20	11.50	12.20	1.20	1.50										
Yardley Hastings	7.45	9.0		10.30	11.0	11.30	12.0	12.30	1.30	2.0										
Olney	8.0	9.15		10.45			12.15			2.15										
Lavendon																				
Harrold arr.																				

Harrold & Olney to Northampton.

Wednesday Service.

	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Harrold dep.																				
Lavendon																				
Olney		6.35	7.5		8.0		9.15		10.45											
Yardley Hastings	6.20	6.50	7.20	7.50	8.15	9.10	9.30	10.5	11.0	11.15	11.45									
Denton	6.30	7.0	7.30	8.0	8.25	9.20	9.40	10.15	11.10	11.25	11.55									
Brafield	6.35	7.5	7.35	8.5	8.30	9.25	9.45	10.20	11.15	11.30	12.0									
Little Houghton	6.40	7.10	7.40	8.10	8.35	9.30	9.50	10.25	11.20	11.35	12.5									
Great Houghton	6.43	7.13	7.43	8.13	8.37	9.33	9.53	10.27	11.23	11.38	12.8									
Northampton arr.	6.50	7.20	7.50	8.20	8.45	9.40	10.0	10.35	11.30	11.45	12.15									

Buses for Lower End, Brafield-see page 6

Facsimile of Knight's timetable circa 1937.

Bygone Buses

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KNIGHT Sarah Jane - DENTON

Northampton to Olney & Harrold.

Saturday Service

	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Northampton dep.	7.15	8.30	9.15	10.0	11.0	11.40	12.0	12.20	12.40	1.0
Great Houghton	7.22	8.37	9.22	10.07	11.07	11.47	12.07	12.27	12.47	1.07
Little Houghton	7.25	8.40	9.25	10.10	11.10	11.50	12.10	12.30	12.50	1.10
Brafield	7.30	8.45	9.30	10.15	11.15	11.35	11.55	12.15	12.35	1.15
Denton	7.35	8.50	9.35	10.20	11.20	11.40	12.0	12.20	12.40	1.0
Yardley Hastings	7.45	9.0	10.30	10.50	11.30	11.50	12.10	12.30	12.50	1.10
Olney	8.0	9.15	10.45	11.45			12.45	1.5		1.45
Lavendon	9.20									
Harrold	9.30									
Harrold arr.										

Harrold & Olney to Northampton.

Saturday Service

	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Harrold dep.										9.40
Lavendon										9.50
Olney			6.35	7.5		8.0				9.15
Yardley Hastings	6.20	6.50	7.20	7.50	8.15	9.10	9.30	10.10	10.30	10.50
Denton	5.30	7.0	7.30	8.0	8.25	9.20	9.40	10.20	10.40	11.0
Brafield	6.35	7.5	7.35	8.5	8.30	9.25	9.45	10.25	10.45	11.0
Little Houghton	6.40	7.10	7.40	8.10	8.35	9.30	9.50	10.30	10.50	11.10
Great Houghton	6.43	7.13	7.43	8.13	8.38	9.33	9.53	10.33	10.53	11.13
Northampton arr.	6.50	7.20	7.50	8.20	8.45	9.40	10.0	10.40	11.0	11.20
Harrold dep.										
Lavendon										
Olney			11.55		12.55	1.15		2.5		2.55
Yardley Hastings	12.10	12.45	1.10	1.30	1.50	2.20	2.45	3.10	3.30	3.50
Denton	12.20	12.55	1.20	1.40	2.0	2.30	2.55	3.20	3.40	4.0
Brafield	12.25	1.0	1.25	1.45	2.5	2.35	3.6	3.25	3.45	4.0
Little Houghton	12.30	1.5	1.30	1.50	2.10	2.40	3.5	3.30	3.50	4.10
Great Houghton	12.33	1.8	1.33	1.53	2.13	2.43	3.8	3.33	3.53	4.13
Northampton arr.	12.40	1.15	1.40	2.0	2.20	2.50	3.15	3.40	4.0	4.20
Harrold dep.										
Lavendon										
Olney			4.55		5.55		7.0			7.15
Yardley Hastings	5.10	5.50	6.10	6.30	7.10	7.30	8.10	8.30	9.10	9.30
Denton	5.20	6.0	6.20	6.40	7.20	7.40	8.20	8.40	9.20	9.40
Brafield	5.25	6.5	6.25	6.45	7.25	7.45	8.25	8.45	9.25	9.45
Little Houghton	5.30	6.10	6.30	6.50	7.30	7.50	8.30	8.50	9.30	9.50
Great Houghton	5.33	6.13	6.33	6.53	7.33	7.53	8.33	8.53	9.33	9.53
Northampton arr.	5.40	6.20	6.40	7.0	7.40	8.0	8.40	9.0	9.40	10.0

Sunday Service

	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
Northampton dep.	10.30	11.30	12.0	2.0	2.25	3.0	3.20	4.0	5.15	6.0
Great Houghton	10.37	11.37	12.7	2.7	2.32	3.7	3.37	4.7	5.32	6.7
Little Houghton	10.40	11.40	12.10	2.10	2.35	3.10	3.40	4.10	5.25	6.10
Brafield	10.45	11.45	12.15	2.15	2.40	3.15	3.45	4.15	5.30	6.15
Denton	10.50	11.50	12.20	2.20	2.45	3.20	3.50	4.20	5.35	6.20
Yardley Hastings	11.0	12.0	12.30	2.30	2.55	3.30	4.0	4.50	5.45	6.30
Olney	11.15		12.45	2.45	3.10		4.15		5.45	7.15
Lavendon										7.20
Harrold										7.30
Harrold arr.										

Sunday Service

	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
Harrold dep.										3.25
Lavendon										3.35
Olney			11.15		1.0					3.40
Yardley Hastings	9.30	10.45	11.30	12.45	1.15	2.15	2.45	3.15	3.55	4.45
Denton	8.40	10.55	11.40	12.55	1.25	2.25	2.55	3.25	4.5	4.55
Brafield	9.45	11.0	11.45	1.0	1.30	2.30	3.0	3.30	4.10	5.0
Little Houghton	9.50	11.5	11.50	1.5	1.35	2.35	3.5	3.35	4.15	5.5
Great Houghton	9.53	11.8	11.53	1.8	1.38	2.38	3.8	3.38	4.18	5.8
Northampton arr.	10.0	11.15	12.0	1.15	1.45	2.45	3.15	3.45	4.25	5.15
Harrold dep.										7.45
Lavendon										7.55
Olney										8.0
Yardley Hastings	5.45	6.15	6.45	7.15	7.45	8.15	8.30	8.50	9.15	9.45
Denton	5.55	6.25	6.55	7.25	7.55	8.25	8.40	9.0	9.25	9.55
Brafield	6.0	6.30	7.0	7.30	8.0	8.30	8.45	9.5	9.30	10.0
Little Houghton	6.5	6.35	7.5	7.35	8.5	8.35	8.50	9.10	9.35	10.5
Great Houghton	6.8	6.38	7.8	7.38	8.8	8.38	8.53	9.13	9.38	10.8
Northampton arr.	6.15	6.45	7.15	7.45	8.15	8.45	9.0	9.20	9.45	10.15

Northampton and Brafield

Time Table

For Buses entering Lower End, Brafield.

Mondays, Tuesdays, Thursdays & Fridays.

save Brafield-8.5 & 10.25 a.m., 3.10 & 6.25 p.m.
save Northampton for Lower End-3.30 a.m., 12.0 noon, 3.0 & 6.30 p.m.

Wednesdays.

save Brafield-8.5, 9.25 & 11.30 a.m., 1.30, 4.0 & 6.25 p.m.
save Northampton for Lower End-10.30 a.m., 1.0, 3.0, 7.0, 8.0 & 9.45 p.m.

Saturdays.

save Brafield-8.5, 9.5, 10.45 & 11.25 a.m., 12.25, 2.5, 3.45, 4.45, 6.5, 6.55, 8.45 & 9.45 p.m.
save Northampton for Lower End 10.20 & 11.40 a.m., 12.40, 1.40, 2.40, 3.40, 4.40, 5.40, 7.40, 8.10, 9.40 & 10.40 p.m.

Sundays.

save Brafield-11.30, 3.30, 6.30, 8.0, 8.45 & 9.30 p.m.
save Northampton for Lower End -11.30 a.m., 3.0, 4.0, 5.15, 8.0 & 9.15 p.m.

FARE TABLE

Please see that you obtain Ticket for amount paid.

Please retain Ticket for inspection.

SINGLE TICKETS

Harrold										
4d. Lavendon										
6d. 3d. Olney										
9d. 5d. 5d. Yardley Hastings										
10d. 6d. 6d. 1d. Castle Ashby										
1- 8d. 8d. 3d. 2d. Denton										
1'1 9d. 9d. 4d. 3d. 2d. Brafield										
1 2 10d. 10d. 5d. 4d. 3d. 2d. Little Houghton										
1 3 11d. 11d. 6d. 5d. 4d. 3d. 2d. Great Houghton										
1 4 1- 1- 7d. 6d. 5d. 4d. 3d. 2d. Britannia										
1'4 1 2 1 2 9d. 8d. 7d. 5d. 4d. 3d. 2d. Northampton										

RETURN TICKETS

Harrold										
- Lavendon										
10d. - Olney										
1/2 8d. - Yardley Hastings										
1/5 1/- 1/- - Denton										
1/8 1 2 1/2 - - Brafield										
1 10 1 3 1/3 8d. 5d. - Little Houghton										
2 4 1 5 1/5 9d. 6d. - Great Houghton										
2 4 1 9 1 6 1/2 11d. 8d. 7d. - Northampton										

Facsimile of Knight's timetable circa 1937.

Byparr Buses

of
NORTHAMPTONSHIRE

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KNIGHT Mrs S.J. - DENTON

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
RP 764		Ford	T	10636440		B14		4/25	-	by 12/27	Supp H Oliver Ltd, Northampton	F Haycock, Northampton	
NH 6626		REO				C		2/26	-	10/30		No subsequent operator	
RP 3469		REO		136834		B20		11/26	-	9/31		No subsequent operator	
RP 3740		REO		143402		B		2/27	-	9/33	Supp Allchin & Sons, Northampton	No subsequent operator	
RP 5011		REO		147595		B20F		10/27	-	12/34		No subsequent operator	
?		Chevrolet						?	12/27	?	B F Reeve, Foster's Booth		
RP 7322		Chevrolet	LQ	52306	Grose?	B14		4/29	-	6/36		No subsequent operator	
NH 9124		REO	GB	31		20		5/29	-	9/37			
NH 9128		Morris						5/29	-	5/38			
RP 8235		A.J.S.	Commodore	5002	Petty	B32D		12/29	-	5/39	Supp Petty Bros., Hitchin	Eastern National O Co Ltd	
RP 5179		Star	Flyer VB4	714	Willowbrook	B20F	2062	12/27	c-/30	c-/34	A Minney, Yardley Hastings	T Wilson, N'pton (L/L12/37)	
RP 6276		Chevrolet	LO	43132		B14F		7/28	c-/30	6/31	A Minney, Yardley Hastings	No subsequent operator	
NV 274		A.J.S.	Pilot	204	Petty	26		5/31	-	5/39	Supp Petty Bros., Hitchin	Eastern National O Co Ltd	
NV 434		A.J.S.	Commodore	5032	Petty	26		7/31	-	3/44	Supp Petty Bros., Hitchin	No subsequent operator	
RP 9047		REO	GB	174		B24		6/30	c2/33	5/39	W A R Gibson, Walgrave	Eastern National O Co Ltd	
RP 5335		Graham Bros		GB4927		B20		1/28	c6/33	3/37	York Bros., Cogenhoe	No subsequent operator	
XN 9692		Dodge				B20F?		5/23	c6/33		A.,J & M Law, Brafield		
UT 8110		A.J.S.	Pilot	145	Willowbrook	B26	2368	12/30	5/34	12/38		Eastern National O C0 Ltd	
GH 3049		A.J.S.	Commodore	5021		C30		7/30	7/34	5/39	/E R Bishop, Asfordby	Eastern National O Co Ltd	
GP 3398		A.J.S.	Commodore	5039		32		7/31	by 7/34	5/39	/Bexleyheath Trans Co.	Eastern National O Co Ltd	
VV 3748		A.E.C.	Regal	6621691	Harrington	C33C		5/35	-	-/39		H S Knight, Northampton	
TF 2222		Maudslay	ML3BC	4878	Barton & Danson	B32F		7/30	c -/36	6/38		No subsequent operator	
RH 3919		Gilford	168OT	11956	Hull City Motor Works	B32R		8/31	7/36	-/39	/Ribble M S, Preston /Birmingham operator	H S Knight, Northampton	

Notes: -

Bygon Buses

of
NORTHAMPTONSHIRE

KNIGHT Mrs S.J. - DENTON

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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			
	DM 7538	A.J.S.	Commodore	5049	Hayward	B32F		7/31	c 7/36	12/36	/Crosville M S, Chester	H S Knight, Northampton	
	VV 6002	A.E.C.	Regal	6622208	Harrington	C32F		5/37	-	-/39			
	UP 3000	A.J.S.	Pilot	117		20		6/29	6/38	-/39	European M'ways Ltd.,SW1	H S Knight, Northampton Wemyss Bros., Ardersier	
	VS 2095	A.E.C.	Regal	6621091	Harrington	B30		7/31	4/39	5/39			
	ABC 558	A.E.C	Regal	6621857	Burlingham	C32F		3/36	5/39	-/39			/Provincial Garages. Ltd., Leicester