

Bygone Buses

of
NORTHAMPTONSHIRE

NN-RI3

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RICHARDSON. George Edmund t/a Hartwell Motor Service HARTWELL

It appears that George Edmund Richardson was born in 1895, the son of carrier Albert Richardson from whom, no doubt, he developed an interest in transport. The First World War saw George Richardson enlisting for army service, during which he was wounded and discharged in 1916. Whether or not George worked in the motor trade prior to the War is not known to the Author but, certainly, following his discharge he managed a garage business in Northampton until 1919 when he commenced his own motor repair garage at Hartwell.

Having established his new enterprise George Richardson bought a twenty horsepower model T Ford van with side windows that was registered BD 3846 on 23rd October 1919. This vehicle probably had longitudinal seats fitted from new and from this point onwards George Richardson offered his services as both a haulage contractor and bus proprietor.



This Ford T is George Richardson's first vehicle - BD 3846 - which he used for both passenger and goods transport. It was painted black and red and was known as "Black Bess" which name may well have appeared on its rear door. George stands alongside his vehicle.

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.

RICHARDSON. George E. - HARTWELL



Another view of "Black Bess", the Ford T registered BD 3846, with a dozen passengers and a dog about to embark on an outing in the early 1920s. Presumably the hampers stowed on the roof carried the passengers' picnic lunch.

For the first couple of years George Richardson probably used BD 3846 for goods or passenger use as required, not running a regular service. However, by December 1921 George had applied to Northampton Borough Council Watch Committee for Hackney Carriage Licences for two buses to ply for hire from the Plough Hotel, Bridge Street, Northampton. These vehicles were in connection with a Hartwell - Quinton - Wootton - Northampton service which, as time progressed, was projected south of Hartwell to start from Hanslope and journeys were also introduced on the more populous route between Hartwell and Northampton which proceeded via Ashton, Roade, Courteenhall Turn and Collingtree Turn to Wootton and Northampton. Unfortunately no precise dates are available to track the start and development of George Richardson's services but both routes mentioned above were in operation by Easter 1926 and a quite significant timetable was advertised at 31st January 1927.

George Richardson was not the sole operator on the routes he chose to follow. Mrs Elizabeth Ann Tomkins of Cotton End, Northampton (See NN-T02) ran from Northampton via Wootton, Collingtree Turn, Courteenhall Turn, Roade, Ashton, Hartwell, Hanslope and Castlethorpe to Cosgrove, albeit truncated at Hanslope by 1924. Messrs W A Nightingale & Sons of Northampton (See NN-NI1) took over Mrs Tomkins' operations towards the end of 1925 and at an unknown time during the late 1920s co-ordinated their services with those of George Richardson. Furthermore the

RICHARDSON, George E. - HARTWELL

ALL PREVIOUS LISTS CANCELLED.

New Daily Time Table, Commencing January 31st, 1927.

HARTWELL MOTOR SERVICE

Proprietor: G. E. RICHARDSON.

Between HANSLOPE and NORTHAMPTON.

Passengers picked up and set down at the "PLOUGH" Northampton, "COCK INN," Hanslope, and "THE PLOUGH," Hartwell.

		WEDNESDAYS AND SATURDAYS.																	
		F.	A.	F.	A.	F.	F.	A.	F.	A.	F.	F.	A.	F.	A.	F.	A.	F.	A.
LEAVE		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	S.O.	P.M.
HANSLOPE	.....	9 0	9 15	9 45	11 01	12 30	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	10 15	---
Hartwell	.....	9 10	9 30	10 01	15 12	40	1 25	1 25	2 30	3 25	4 30	5 30	6 25	7 30	8 25	9 30	10 25	---
Ashton	.....	---	9 35	---	11 20	---	---	1 30	---	3 30	---	---	6 30	---	8 30	---	---	---
Road	.....	---	9 45	---	11 30	---	---	1 35	---	3 35	---	---	6 35	---	8 30	---	10 35	---
Courteenhall	.....	---	9 50	---	11 35	---	---	1 40	---	3 40	---	---	6 40	---	8 40	---	10 40	---
Collingtree Turn	.....	---	9 55	---	11 40	---	---	1 50	---	3 45	---	---	6 45	---	8 45	---	10 45	---
Salcey Forest	.....	9 15	---	10 5	---	12 45	1 30	---	2 35	---	4 35	5 35	---	7 35	---	9 35	---	---
Quinton	.....	9 25	---	10 15	---	12 50	1 40	---	2 45	---	4 40	5 40	---	7 40	---	9 40	---	---
Wootton	9 35	10	010	25	11 45	1 0	1 50	1 55	2 55	3 50	4 50	5 50	6 50	7 50	8 50	9 45	10 40	---
NORTHAMPTON	.....	9 45	10	10	35	11 55	1 10	2 0	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 0

		MONDAYS, TUESDAYS, THURSDAYS, FRIDAYS.																	
		A.	F.	A.	F.	F.	A.	F.	A.	F.	A.	F.	A.	F.	A.	F.	A.	A.	F.
LEAVE		A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	S.O.	S.O.	P.M.
NORTHAMPTON	.....	10 01	10 12	012	012	30	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	10 15	011	9
Wootton	.....	10 10	10 11	10 12	10 12	40	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	10 11	10	10
Collingtree Turn	.....	10 15	---	12 15	---	---	2 30	---	4 30	---	---	6 30	---	8 30	---	10 30	11 15	---	---
Courteenhall	.....	10 20	---	12 20	---	---	2 35	---	4 35	---	---	6 35	---	8 35	---	10 35	11 20	---	---
Road	.....	10 25	---	12 25	---	---	2 40	---	4 40	---	---	6 40	---	8 40	---	10 40	11 25	---	---
Ashton	.....	10 30	---	12 30	---	---	2 45	---	4 45	---	---	6 45	---	8 45	---	10 45	11 30	---	---
Quinton	.....	---	11 20	---	12 45	1 35	---	3 35	---	5 35	---	7 35	---	9 35	---	11 20	---	---	---
Salcey Forest	.....	---	11 30	---	12 30	1 40	---	3 40	---	5 40	---	7 40	---	9 40	---	11 30	---	---	---
Hartwell	.....	10 40	11 35	12 35	1 0	1 45	2 50	3 45	4 50	5 45	6 50	7 45	8 50	9 45	10 50	11 40	11 35	---	
HANSLOPE	.....	10 50	11 45	12 45	---	2 0	3 5	4 55	5 6	6 0	7 5	8 0	9 5	10 5	11 45	---	---	---	

		SUNDAYS.									
		A.	A.	F.	F.	A.	A.	F.	F.	A.	F.
LEAVE		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	S.O.	P.M.
HANSLOPE	.....	10 0	---	1 45	5 0	5 30	7 45	8 10	9 0	---	---
Hartwell	.....	10 15	1 40	2 0	5 10	5 40	7 55	8 20	9 10	---	---
Ashton	.....	10 20	1 45	---	---	5 45	8 0	---	---	---	---
Road	.....	10 25	1 55	---	---	5 50	8 10	---	---	---	---
Courteenhall	.....	10 30	2 0	---	---	5 55	8 15	---	---	---	---
Collingtree Turn	.....	10 35	2 5	---	---	6 0	8 20	---	---	---	---
Salcey Forest	.....	---	---	2 5	5 15	---	8 25	9 15	---	---	---
Quinton	.....	---	---	2 15	5 25	---	8 35	9 25	---	---	---
Wootton	.....	10 25	2 15	5 40	7 40	---	8 45	9 35	---	---	---
NORTHAMPTON	.....	10 35	2 25	5 50	7 50	---	8 55	9 45	---	---	---

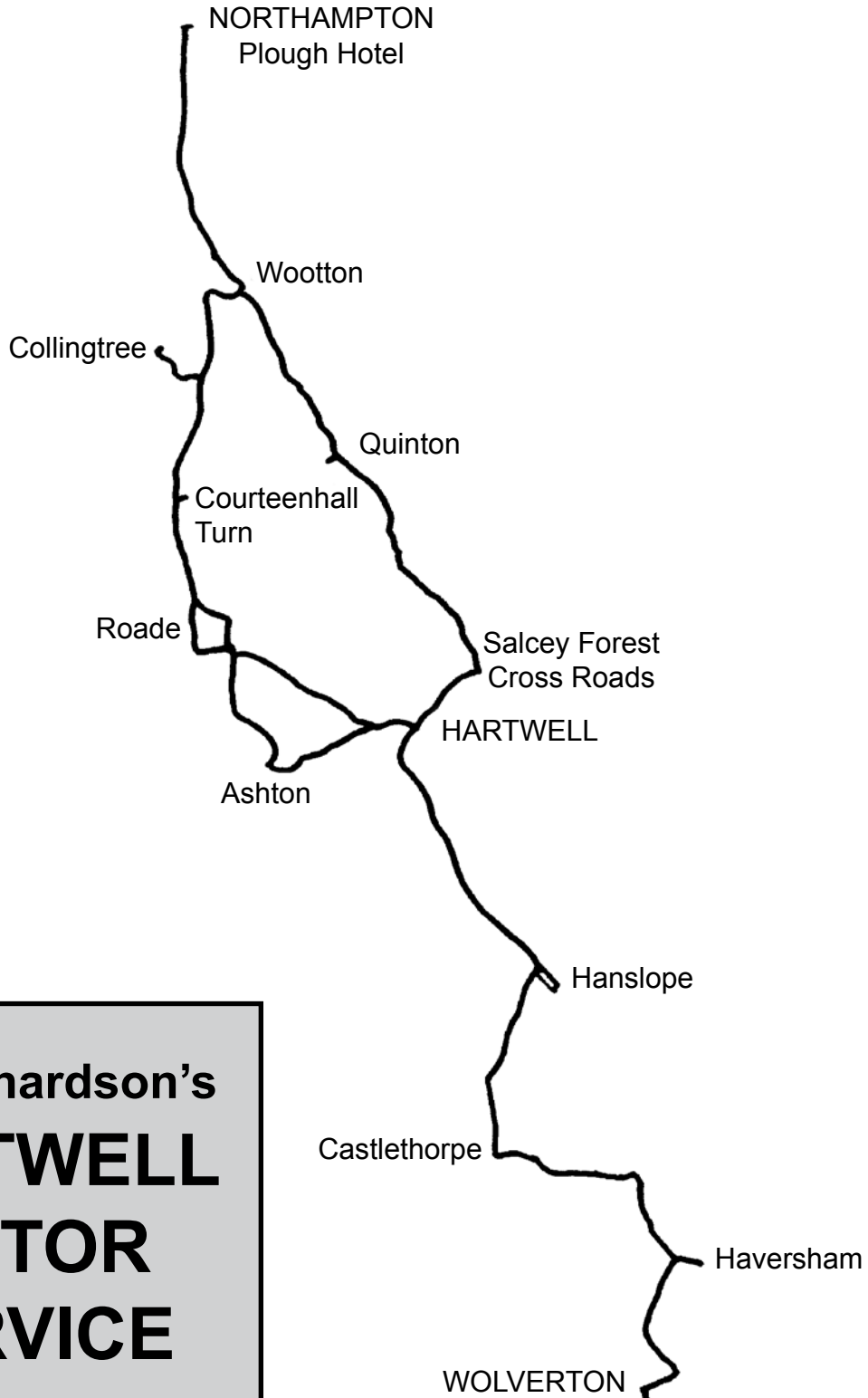
		F.				A.				F.				A.			
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
NORTHAMPTON	.....	12 30	2 45	6 0	8 0	---	---	---	---	11 0	2 30	3 0	6 15	6 30	9 15	10 30	10 30
Wootton	.....	12 40	2 55	6 10	8 10	---	---	---	---	11 10	2 40	3 10	6 25	6 40	9 25	10 35	10 35
Collingtree Turn	.....	---	3 0	6 15	8 15	---	---	---	---	---	---	3 15	6 30	---	---	10 40	---
Courteenhall	.....	---	3 5	6 20	8 20	---	---	---	---	---	---	3 20	6 35	---	---	10 50	---
Road	.....	---	3 10	6 25	8 25	---	---	---	---	---	---	3 25	6 40	---	---	10 55	---
Ashton	.....	---	3 15	6 30	8 30	---	---	---	---	---	---	3 30	6 45	---	---	11 0	---
Quinton	.....	12 50	---	---	---	---	---	---	---	11 20	2 50	---	6 50	9 35	---	10 40	---
Salcey Forest	.....	1 0	---	---	---	---	---	---	---	11 30	2 55	---	7 0	9 45	---	10 50	---
Hartwell	.....	1 5	3 20	6 40	8 35	---	---	---	---	11 35	3 0	3 35	6 50	7 5	9 50	11 0	11 0
HANSLOPE	.....	1 20	3 35	6 50	8 45	---	---	---	---	11 45	3 15	3 45	7 0	7 15	10 11	10 11	10

F.—Via Salcey Forest and Quinton. A.—Via Ashton and Road. S.O.—Saturdays only.

The Proprietor will make every effort to maintain this Service, but reserves the right to alter, suspend, or withdraw Service without Notice, and will accept no liability for unpunctuality and failure to maintain Service.

A facsimile of the Hartwell Motor Service timetable which commenced on 31st January 1927 and provided four return journeys from Hanslope to Northampton on Mondays, Tuesdays, Thursdays and Fridays; fifteen on Wednesdays; sixteen on Saturdays and eight on Sundays.

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G E Richardson's
**HARTWELL
MOTOR
SERVICE**

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Northampton Motor Omnibus Co Ltd plied between Northampton and Roade on their Stony Stratford service and the Hanslope operator F H Bellham served the Hanslope - Salcey Forest - Quinton - Wootton - Northampton road.

Irrespective of the number of operators serving the villages to the south of Northampton, George Richardson was one of the few out-of-town operators to successfully build up an excursion programme from Northampton, including summer coastal services to Great Yarmouth and Skegness. Only Northampton Borough ratepayers seem to have been granted permission to pick-up at the Market Square but George Richardson operated mainly from private land at the Plough Hotel, Northampton. Below are a few examples of George Richardson's advertisements placed in the Northampton Daily Chronicle between 1925 and 1929.

NOTE - - - - - DON'T Q UP
on the Market-square for your
TRIP IN THE COUNTRY.
CHARABANCS will leave the "PLOUGH"
(Entrance—Bridge-street)
On THURSDAYS and SUNDAYS
For CIRCULAR TOURS at 1s. and 1s. 6d.
per Head,
Times See Notice Boards.
G. E. RICHARDSON, HARTWELL
N.B.—PRIVATE PARTIES for all parts
Quoted for.

In June 1925 George Richardson was advertising a "trip in the country" by charabanc. Note that he promotes his Plough Hotel departure point as a positive feature by saying "Don't Q up on the Market Square".

This advertisement of July 1926 details the August holiday Hartwell Motor Service together with tours to Skegness, Leamington and Warwick, Tring Show and London.

RICHARDSON'S MOTOR SERVICE
HARTWELL. 'Phone 1Y2 Roade.
BOOK EARLY FOR THE SEASIDE AND
TRAVEL IN COMFORT IN
THE MAUDSLAY SAFETY SALOON,
GREAT YARMOUTH
AUG. 3rd, 4th, 7th. Returning Aug. 7th
11th, and 18th.
Bookings at Hartwell, Hanslope, and
Plough Yard.
PRIVATE PARTIES AND OUTINGS
CATERED FOR
AT REASONABLE PRICES.
Full Particulars and Quotations on Appli-
cation.—HARTWELL GARAGE.

AUGUST HOLIDAY SERVICE.
G. E. RICHARDSON
HARTWELL MOTOR SERVICE.
August Monday..... Saturday Service.
" Tuesday ... " "
" Wednesday " "
" Thursday and " "
Friday .. Special Service
(see Notice Boards).
Saturday... Usual Saturday Service.
HOLIDAY TOURS
Seats are being booked for:—SKEGNESS,
Tuesday; LEAMINGTON and WARWICK,
Wednesday; TRING, Thursday; LONDON,
Friday.
Charabancs, Buses, etc., for Hire, including
Latest Up-to-date Charabanc.

This time an advertisement of June 1928 promoting travel to Great Yarmouth in comfort in "the Maudslay safety saloon" which was the twenty-six seater WK 3446 at this date.

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HARTWELL MOTOR SERVICE

(Phone 1Y2 Roade).

OUR SATURDAY SERVICE TO
SKEGNESS and YARMOUTH
EVERY SATURDAY.

YARMOUTH 20s. Return (Period).
SKEGNESS 15s. 6d. Return (Period).

Few Seats Vacant During Holiday Period
(Aug. 3rd excepted).

AUGUST WEEK—DAY TRIPS.

Aug. 4th. HUNSTANTON.
Aug. 4th. YARMOUTH or LOWESTOFT.
Aug. 5th. SKEGNESS.
Aug. 6th. YARMOUTH.
Aug. 7th. CLACTON or BRIGHTON.
Aug. 8th. LONDON and THE ZOO.
Aug. 9th. YARMOUTH or SKEGNESS.

FISHERMAN'S BUS TO COSGROVE
Will Run Aug. 4th, 5th and 6th.

HANSLOPE and HARTWELL (Salcey
Forest) SERVICE.
Saturday Service Aug. 5th, 6th and 7th.

N.B.—Will Passengers travelling with us to
Yarmouth and Skegness on AUG. 3rd please
BRING LUGGAGE to Plough Yard on FRI-
DAY, AUG. 2nd. between 6 and 8 p.m., and
PROPERLY LABELLED.

G. E. RICHARDSON,

Booking Offices: Bates, Newsagent, 3, Bridge-
street (Phone 1811); Plough Yard, and
Hartwell.

This advertisement is included for its specific reference to a Fisherman's bus to Cosgrove and a request to passengers travelling to Yarmouth and Skegness on 3rd August 1929 to bring their luggage to the Plough Hotel Yard on the previous evening, after which it was no doubt conveyed to the coast by van.

No 3213

RICHARDSON'S MOTOR SERVICES,

HARTWELL, NORTHAMPTON. 'Phone 1.Y.2. ROADE.

COACH SERVICE				Agent:		
No. of Passengers		DESTINATION	OUTWARD JOURNEY			
Adults	Children		Day	Date	Time	
		Picking up at	Seat Numbers		Coach No.	
		Joining Coach for Return Journey at	RETURN JOURNEY			
			Day	Date	Time	
OUTWARD JOURNEY		Full fare paid	Seat Numbers		Coach No.	
		£ : :				

IMPORTANT NOTICE.—This Ticket is issued as a receipt for the amount of the fare as shown, and the acceptance by the passenger of this Ticket shall be held to constitute a contract between the passenger and the above operating service.
Children over 5 and under 14 two-thirds full fare.

Ball Printers & Printing Company, Ltd., Uxbridge, Middlesex.

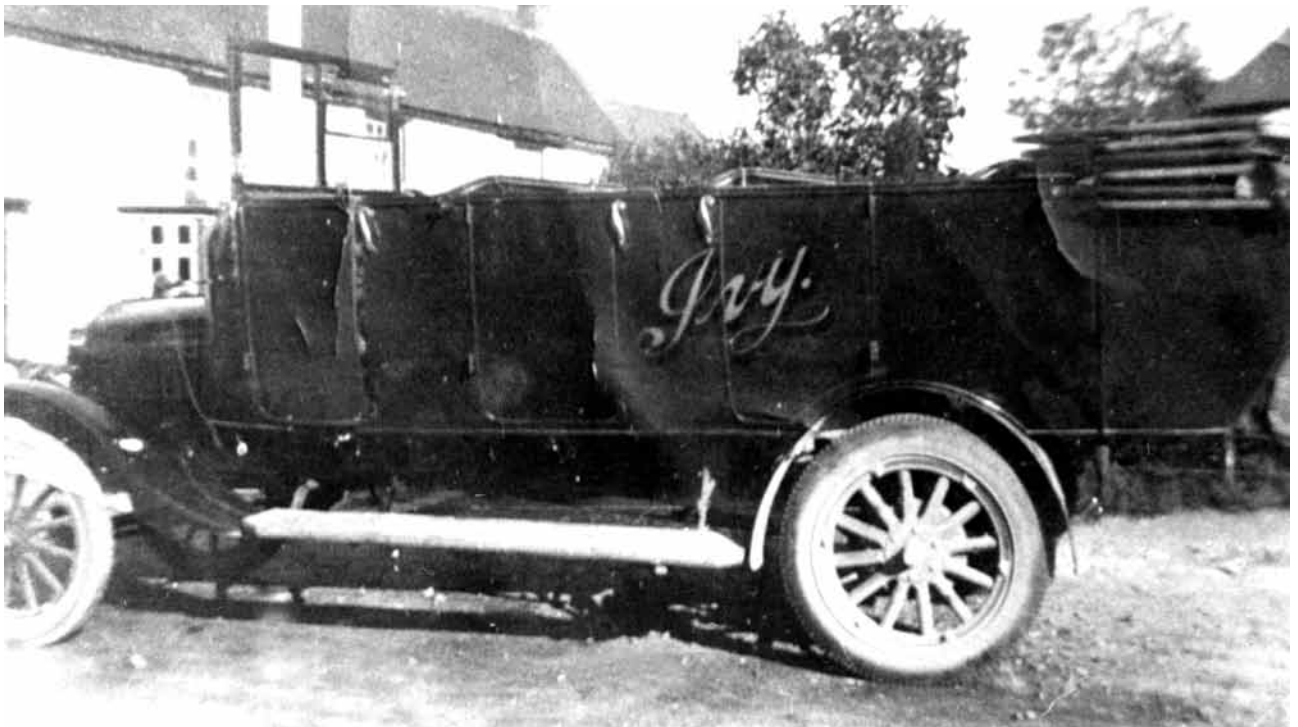
A facsimile of one of George Richardson's coach tickets used in the 1920s/early 1930s. Note Richardson's phone number of "1.Y.2. Roade".

RICHARDSON. George E. - HARTWELL



A facsimile of a Richardson's Hartwell Motor Service ticket printed by the Bell Punch Company. This return ticket is overprinted 2d and advertises buses and charabancs for hire on its reverse.

Records of George Richardson's fleet are incomplete but in the early 1920s he operated at least another three Ford T vehicles, one being BD 2760 about which all other details are unknown except that it was a goods vehicle also licensed as a Hackney Carriage; another being BD 4938 which was a van/6-seater which could have been used as a taxi and a third being NH 4983 which was described as a fourteen-seat charabanc. Additionally George ran two Daimlers, BD 6145 which was probably a lorry/bus and XD 8239 which was a Y-type twenty-seven seat charabanc. To garage his vehicles George Richardson bought an ex-First World War hangar from the War Department at Slough and erected it alongside his house at Hartwell.



George Richardson gave most of his buses female names, after members of his family. In this view of Ford T - NH 4983 - the name "Ivy" is evident and it was photographed with its canvas roof furled.

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A second view of Ford T - NH 4983 - photographed at Hartwell, this time with its canvas roof raised. On the left can be seen the rear of Daimler charabanc XD 8239 named "Stella".



Daimler Y-type XD 8239 was originally one of Samuelson's of London charabancs and was bought by Richardson from a Slough dealer in March 1923. It carried the name "Stella" on its sides which was the name of George Richardson's daughter.

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: RICHARDSON. George E. - HARTWELL :
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Another of George Richardson's Fords was named "Doris" after a niece, but its registration is not known.

Further known developments to George Richardson's fleet included a new Ford T, the chassis of which was bought from Henry Oliver Ltd of Northampton for £126. It was delivered as RP 3702 on 20th January 1927 with a 14-seat charabanc body. However, this machine ran only until June 1927 so it may have been the victim of an accident or fire. Subsequently a second-hand 14-seat Morris registered RP 4655 was taken into stock and circa October 1927 George Richardson bought H T Woolley's Dodson Charabus bodied DeDion registered NH 3977.

A former Maudslay demonstration model ML4A registered WK 3446 was purchased in May 1928 to be followed in October by a second-hand Daimler CB registered BD 6535 previously owned by Buckby of Rothwell. In 1929 and 1930 new Chevrolet and G.M.C. saloon buses RP 7836 and RP 9339 were bought from Messrs Grose Ltd of Northampton to be followed in 1931 by Richardson's final new bus, a Maudslay ML3E with thirty-two seat Willowbrook body. This was registered NV 331 on 9th June 1931.

The implementation of the 1930 Road Traffic Act resulted in George Richardson applying to the Traffic Commissioners for Road service Licences in the summer of 1931 for the various routes he operated. Licences applied for were as follows:-

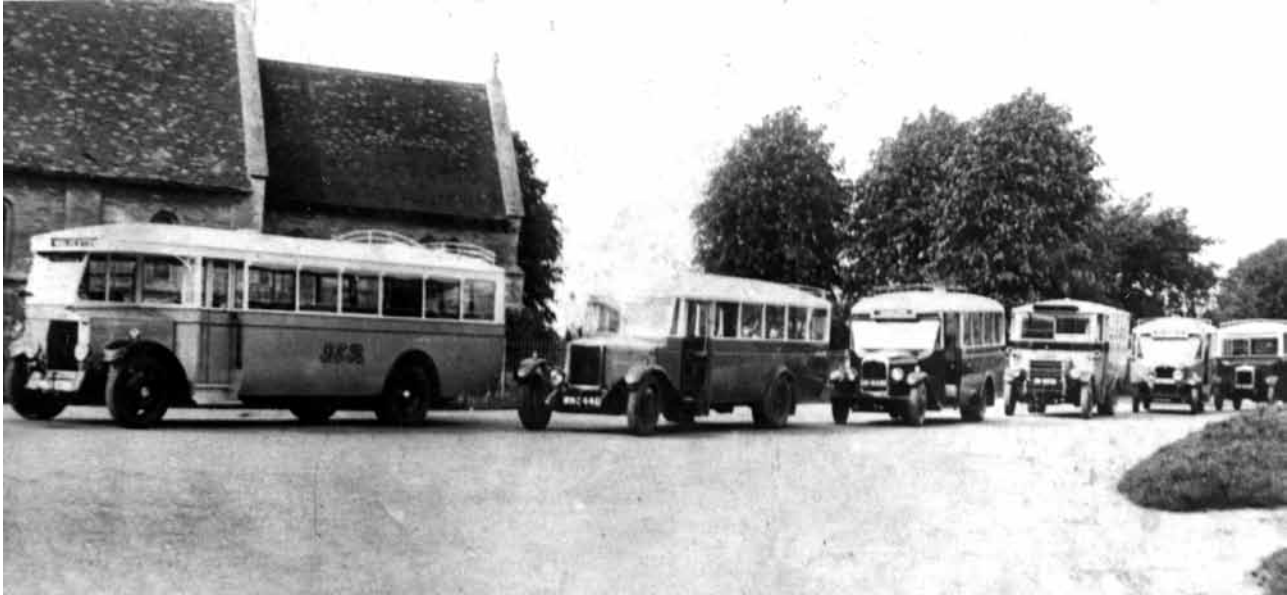
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George Richardson's fleet in 1931. From left to right are Maudslays NV 331 and WK 3446; G.M.C. - RP 9339; Daimler - BD 6535; Chevrolet - RP 7836 and Morris - RP 4655.

Traffic Commissioners' Reference	Service Type	Route
E4515	Stage	Northampton to Collingtree Village. (Wednesdays, Saturdays and Sundays).
E4516	Stage	Northampton - Wootton - Quinton - Courteenhall Turn - Salcey Forest Crossroads - Hartwell - Hanslope - Castlethorpe - Wolverton. (Wednesdays, Saturdays and Sundays).
E4517	Stage	Northampton - Wootton - Collingtree Turn - Courteenhall Turn - Roade - Ashton - Hartwell - Hanslope - Castlethorpe - Wolverton. (Daily).
E4518	Stage	Wolverton - Haversham. (Fridays).
E4519	Express	Northampton - Skegness.
E5338-49	E & T	from Hartwell.

The services between Northampton and Hanslope were run jointly and in conjunction with W A Nightingale's "Midland Motorways". The stage and express carriage services were all duly granted by the Traffic Commissioners in November 1931 as was the excursions and tours licence from Hartwell with the exception of Skegness which was covered by the express licence. Excursion destinations included Brighton, Clacton, Cromer, Great Yarmouth, Hunstanton and London, with a maximum of four vehicles being permitted on any one day.

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G. E. RICHARDSON'S HARTWELL MOTOR SERVICE between HANSLOPE AND NORTHAMPTON. Passengers picked up and set down at the "PLOUGH," Northampton, "COCK INN," Hanslope, and "THE PLOUGH," Hartwell. 'Phone 1Y2 Roade

Wednesdays and Saturdays.

LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	S.O.
Hanslope	...	8 *0	9 30	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	
Hartwell	6 30	8 10	9 40	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	
Ashton ...	6 35	8 15	9 45	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	
Roade ...	6 40	8 25	9 55	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	
Co'eenhall	6 40	8 25	9 55	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	
Colling. T.	6 50	8 30	10 0	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	
Wootton	6 55	8 35	10 5	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	
N'ton.....	7 10	8 45	10 15	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	

LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	S.O.
N'ton.....	7*15	9 0	10 12	11 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0
Wootton	7 25	9 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	11 10
Colling. T.	7 30	9 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
Co'eenhall	7 35	9 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	11 20
Roade ...	7 35	9 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	11 20
Ashton ...	7 40	9 30	11 30	12 30	1 30	2 30	3 30	4 20	5 30	6 30	7 30	8 30	9 30	10 30	11 30
Hartwell	7 45	9 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	11 35
Hanslope	7 5 5	9 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45

Starred Buses (*) Alternative Weeks.

S.O.—Saturdays only.

Buses leave Hartwell 6.30 a.m., Hanslope 8.0 a.m.
From Northampton 7.15 a.m., 9.0 a.m., and 5.0 p.m. Wednesdays and Saturdays

MONDAYS, TUESDAYS,
THURSDAYS, FRIDAYS.

SUNDAYS.

A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
...	8 *0	10*30	2* 0	3 *...	5 *0	8 0	8 0	Hanslope	10 01	452	305	157	458	10 9	0
6 30	8 10	10 40	2 10	3 20	5 10	8 10	8 10	Hartwell(Sal. F.)	10 10	151	552	405	257	558	20 9 10
6 35	8 15	10 45	2 15	3 25	5 15	8 15	8 15	Ashton	10 15	2 02	453	308	08	25 9 15	
6 40	8 25	10 55	2 25	3 30	5 25	8 25	8 25	Roade	10 25	2 102	555	408	108	35 9 25	
6 40	8 25	10 55	2 25	3 30	5 25	8 25	8 25	Courteenhall	10 25	2 102	555	408	108	35 9 25	
6 50	8 30	11 0	2 30	3 35	5 30	8 30	8 30	Collingtree T.	10 30	2 153	05	458	158	40 9 30	
6 55	8 35	11 5	2 35	3 40	5 40	8 35	8 35	Wootton	10 35	2 203	55	508	208	45 9 35	
7 10	8 45	11 15	2 45	3 50	5 45	8 45	8 45	Northampton	10 45	2 303	156	08	308	55 8 45	

A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
7*15	9*30	10*2	4*15	5*15	06	09	15	Northampton	11 02	454	06	15	...	9 010 30
7 25	9 40	10 2	554	255	106	109	25	Wootton	11 10	2 554	106	25	...	9 1010 40
7 30	9 45	1 15	3 04	305	156	159	30	Collingtree T.	11 15	3 04	156	30	...	9 1510 45
7 35	9 50	1 20	3 04	355	206	209	35	Courteenhall	11 20	3 04	206	35	...	9 2010 50
7 35	9 50	1 20	3 04	355	206	209	35	Roade	11 20	3 04	206	35	...	9 2010 50
7 40	10 01	303	104	455	306	309	45	Ashton	11 30	3 154	306	45	...	9 3011 0
7 45	10 05	353	154	505	356	359	50	Hartwell(Sal. F.)	11 35	3 204	356	50	...	9 3511 5
7 55	10 15	45	...	5 05	456	45	10 0	Hanslope	11 45	3 304	457	0	...	9 4511 15

Starred buses (*) alternate weeks.

S.O.—Saturdays only.

A facsimile of G E Richardson's Hartwell Motor Service timetable between Hanslope and Northampton at December 1930. Various times are starred, denoting alternate week operations with WA Nightingale & Sons.

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: RICHARDSON. George E. - HARTWELL :
.....

In November 1931 George Richardson applied for an Excursion & Tours licence to enable him to continue to run tours from Regent Square, Northampton, mainly to Race meetings, but the application was withdrawn in January 1932 by which time other events had overtaken the situation.

It is apparent that George Richardson was running into financial difficulties and towards the end of 1931 he approached United Counties offering to sell his business for £1,500. United Counties was naturally interested but its investigations showed the operation to be overpriced and, accordingly, the Company offered George Richardson £900, which was accepted. An Agreement between Richardson and United Counties Omnibus & Road Transport Co Ltd was signed on 1st December 1931 for the purchase of the Goodwill of Richardson's licences. No vehicles were included in the purchase as most of Richardson's stock was acquired by hire-purchase and it seems that only two of his six buses were fully paid for. As part of the Agreement, George Richardson was permitted to retain two vehicles for private hire purposes.

United Counties promptly applied to the Traffic Commissioners to continue the stage carriage services previously operated by G E Richardson and these were published in January 1932. However, presumably as a result of concurrent negotiations with W A Nightingale & Sons of Northampton who were joint operators on the Hanslope route, the applications mentioned above were withdrawn in February 1932 and replaced by new timetables which were subsequently granted and introduced from 21st March 1932. United Counties also applied to take over Richardson's express service from Northampton to Skegness but this application was subsequently withdrawn and in any case the Company was already licensed to operate similar services. That was not quite the last of George Richardson's dealings with the Traffic Commissioners as during the period 9th May to 20th June 1932 he was granted short-period licences to run an express service between Northampton and Stevington for reasons that are not apparent to the Author.

Sadly the sale of Richardson's business did not free George from his financial woes as much of the £900 paid by United Counties had to be passed to debtors and four vehicles were taken back by suppliers. George was duly declared bankrupt in August 1933. Even this bleak event did not spell the end of George Richardson's coach operations as after the War he recommenced trading with his son-in-law as "Richardson's Coaches", which continued until the early 1980s, although George Richardson died in 1956. This story will be continued in paper NN-RI4.

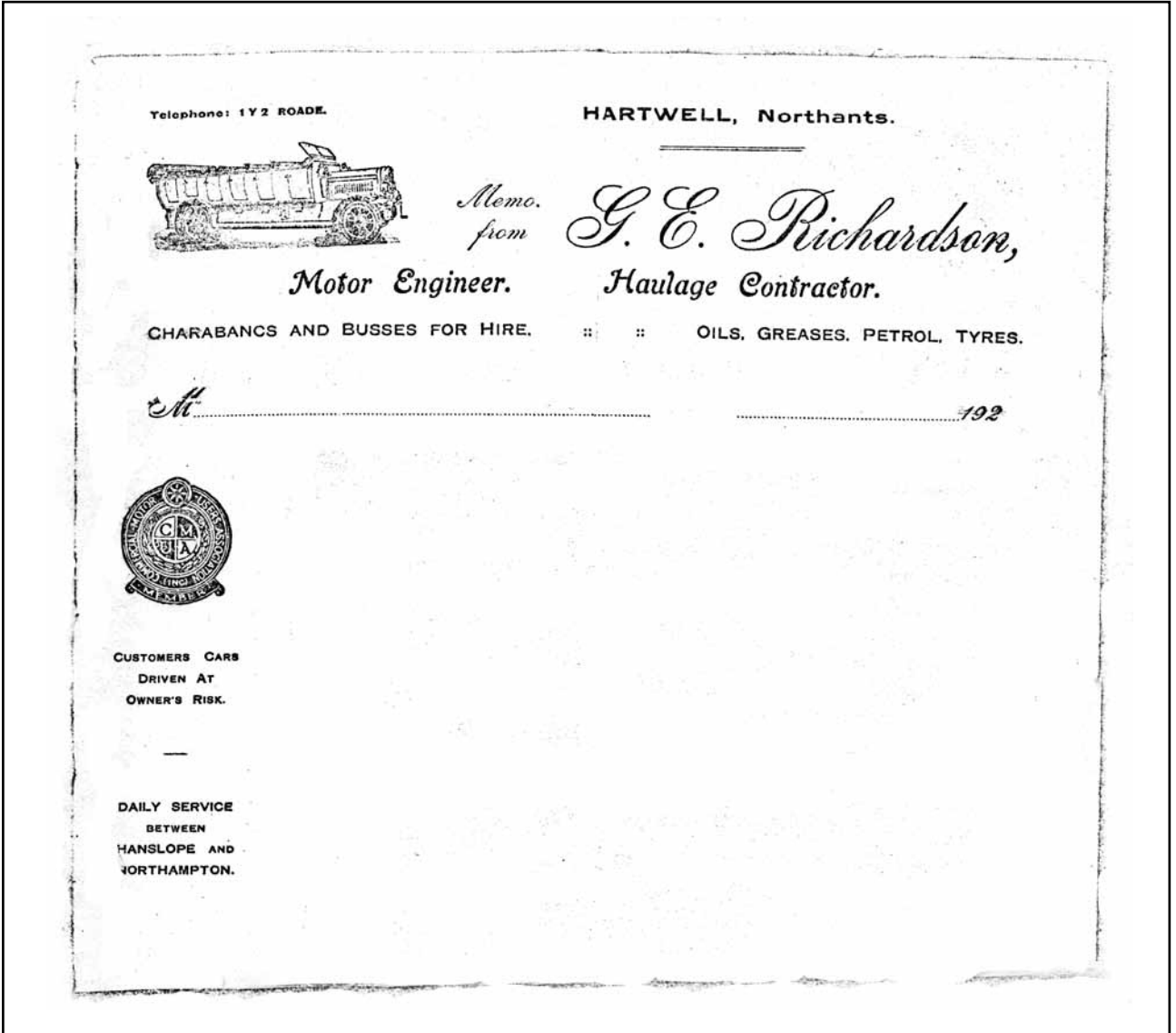
Bygone Buses

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RICHARDSON. George E. - HARTWELL



A facsimile of one of George Richardson's letterheads dating from the 1920s.

Bygone Buses

NORTHAMPTONSHIRE
of

RICHARDSON, George E. - HARTWELL

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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			
	BD 3846	Ford	T	963440	?	Van/ B12R	—	10/19	—	2/24	—	No further owner	1
	BD 2760	Ford	TT	3862891	?	Lorry/ Bus	—	8/20	—	6/27	—	No further owner	
	BD 4938	Ford	T	948274	?	Van/ 6	—	8/20	—	9/23	—	No further owner	
	BD 6145	Daimler	?	?	?	Lorry/ Bus	—	10/21	—	?	—		2
	BD 6961	Buick	?	?	?	Taxi?	—	8/22	?	3/33	F D Pennant, Whittlebury	No further owner	3
	XD 8239	Daimler	Y	4558	?	Ch27	—	6/21	3/23	by 5/30	Slough Lorries & Components		4
	NH 4983	Ford	T	?	?	Ch14	—	7/23	—	?	Supp H Oliver Ltd, Northampton	No further owner	5
	RP 3702	Ford	T	14391976	?	Ch14	—	1/27	—	6/27	Supp H Oliver Ltd, Northampton	No further owner	
	RP 4655	Morris	?	T13669	?	B14F?	—	7/27	?	9/31	W Blaney, Weedon	No further owner	
	NH 3977	DeDion	GQ3	1508	Dodson	B32R	—	1/22	c10/27	11/30	H T Woolley, Northampton	No further owner	
	WK 3446	Maudslay	ML4A	4114	?	B26F	—	-/27	5/28	by 3/33	Ex-Maudslay Demonstrator	Kiteley, Stockingford	
	BD 6535	Daimler	CB	2593	Y.W. & R.	B20F	—	5/22	by 10/28	7/31	H Buckby & Son, Rothwell	No further owner	
	RP 7836	Chevrolet	LQ	54552	Grose?	B14F	—	7/29	—	3/32	Supp Grose Ltd, Northampton		6
	RP 9339	G.M.C.	T30	303313	Grose?	B20F	—	3/30	—	3/32	Supp Grose Ltd, Northampton		7
	NV 331	Maudslay	ML3E	4997	Willowbrook	B32F	2493	6/31	—	3/32	Supp Whitmore, Leicester	W C Nutt, Harpole	

NOTES: 1 - BD 3846 - Named or known as "Black Bess".
2 - BD 6145 - still owned by Richardson at 11/24 - Last licensed to A Hatton, Stourport 10/30 (possibly as a static cafe).
3 - BD 6961 - Licensed as a Hackney Carriage but possibly a taxi.
4 - XD 8239 - Named "Stella".
5 - NH 4983 - Named "Ivy".
6 - RP 7836 - Last licensed to W Jones, Hursling, Nr. Winchester 6/43.
7 - RP 9339 - Last licensed to Edwards Bros, Cleobury Mortimer 12/44.
One of the Fords was named "Doris".