

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2
Page 1

Northampton Motor

Omnibus Co Ltd (137039)

Pike Lane, NORTHAMPTON

In the nineteenth century one of Northampton's leading pioneer motorists was Joseph Grose who was involved with cycling and motor transport from the 1880s onwards. The name "Grose" is still a significant force in the motoring world in Northampton and East Anglia in the early part of the twenty-first century. Fortunately the general history of the Grose family's motoring activities has been recorded by Alan Burman in his book "Joseph Grose and the Motor Car - A True Pioneer" published by Phillimore under ISBN 1 86077 090 8. This book is highly recommended to readers with an interest in the firm that exceeds the scope of the Northampton Motor Omnibus Co Ltd.

Returning to the company "Grose Ltd", in February 1900 premises were established in a former factory building in Pike Lane, Northampton and used for the manufacture of patent non-skid tyres, motor bodybuilding and general garaging activities. In 1908 Grose Ltd introduced taxis and hire cars to its expanding business, so it comes as no surprise that this firm should some years later graduate to motorbus operation, in due course becoming Northampton's most significant provider of bus services. Prior to this, however, in 1912 their existing Pike Lane premises were demolished and replaced by a brand new garage which incorporated the sites of a number of acquired adjacent premises.

The Northampton Motor Omnibus Company Limited, with which this paper is concerned, was incorporated on 16th July 1914 with a nominal capital of £1,000 divided into 1,000 Shares of £1 each. The Subscribers were William Thomas Grose and Percy Joseph Grose. Both these gentlemen were Directors of N.M.O.Co Ltd as also was Katherine Stanley Grose who was immediately appointed Secretary. The Registered Office of the company was the Pike Lane office of Grose Ltd. William Thomas Grose, Percy Joseph Grose and Katherine Stanley Grose were sons and daughter of Joseph Grose, the founder of Grose Ltd.

The new company started in a low-key way by placing only one vehicle on the road but because comparatively little is known of N.M.O.Co's pre-War rolling stock it is intended to consider first the services the N.M.O.Co. Ltd. provided for the people of Northampton and surrounding districts between 1914 and 1922, by which time the Company's network was virtually complete.

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Forestyn" 101 Broadway East, Northampton NN3 2PP, who would be pleased to be advised of any additional information relating to the above operator. The records of the PSV Circle and the Omnibus Society have been consulted extensively for this series and acknowledgement and thanks are due to these organisations.

■ N.M.O.Co.Ltd. - NORTHAMPTON ■

A week after its incorporation the Northampton Motor Omnibus Co Ltd inaugurated a route from Northampton, St.Andrew's Road via Weedon to Daventry on Thursday 23rd July 1914, with the first bus leaving at 9.15am and it is presumed that this was a daily service. The N.M.O. Company had little chance to establish itself prior to the onset of World War 1 which was not perhaps the ideal time to pioneer bus services. Be that as it may, the Company persisted with its Daventry route until Sunday 1st August 1915 when its second service, from Guildhall Road, Northampton to St.Peter's Green, Bedford was commenced, running via Brafield, Denton, Castle Ashby, Yardley Hastings, Lavendon, Turvey and Bromham. It is not entirely clear whether this services ran daily or was confined to Wednesday, Saturday and Sunday operation. However, initially there were three return trips each operating day, leaving Northampton at 9.00am, 2.30pm and 7.30pm and from Bedford at 11.30am, 5.00pm and 10.00pm. Within three weeks the number of return trips had increased to five each day other than Saturday when six were enjoyed. A running time of 1 hour 45 minutes between the two towns was recorded and one of the two buses required for this route was probably outstationed at Bedford at this time as the service now left both termini at identical times. The additional Saturday evening journeys were also running on Sundays by January 1916 as a record of an accident befalling one of the buses is recorded in the Bedford Standard of the time.

The Northampton Motor Omnibus Company's third service was a Wednesday, Saturday and Sunday operation between Northampton, Harlestone, East Haddon and Long Buckby. This was inaugurated on Saturday 16th October 1915 to be followed by a Northampton, Roade, Stoke Bruerne, Grafton Regis, Yardley Gobion, Potterspury and Old Stratford to Stony Stratford service with effect from Wednesday 10th November 1915 and again probably restricted to Wednesdays, Saturdays and Sundays.

A minor local service was introduced by the Northampton Motor Omnibus Company on Wednesday 28th June 1916 when a Wednesday and Saturday facility was offered between Northampton, St.Andrew's Road and Duston Military Hospital. The Hospital was put at the disposal of the War Office in 1915 and during the next three years treated some 25,000 wounded servicemen. Interestingly, a converted former London B-type bus carrying the registration BM 6333 was used by the Hospital for the conveyance of the wounded between Northampton Castle Station and Berrywood Hospital, Duston.

At the end of July 1916 the Northampton Motor Omnibus Co Ltd was forced to announce that due to petrol restrictions buses on their local services were to be cut on Tuesdays and Fridays. Probably at about this time the Company got together with the Midland Bus Company of Northampton, which was also running a Northampton - Weedon - Daventry service, and decided to pool their resources by the provision of a jointly operated route.

On 1st September 1916, regulations came into force prohibiting pleasure trips by motor charabancs. Since its formation the Northampton Motor Omnibus Company had been operating private hire and excursions. The earliest recorded excursion was in June 1915

SATURDAY.

LEAVE	A.M.	A.M.	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.
Northampton	8 15	9 15	12 0	1 15	3 0	4 15	5 30	6 45	8 0	9 15	10 30	11 45	1 0	2 15	3 30
Upton	8 25	9 25	12 10	1 25	3 10	4 25	5 40	6 55	8 10	9 25	10 40	11 55	1 10	2 25	3 40
Kislingbury	8 30	9 30	12 15	1 30	3 15	4 30	5 45	7 0	8 15	9 30	10 45	12 0	1 15	2 30	3 45
Harpole	8 32	9 32	12 17	1 32	3 17	4 32	5 47	7 2	8 17	9 32	10 47	12 1	1 17	2 32	3 47
Heyford	8 40	9 40	12 25	1 40	3 25	4 40	5 55	7 10	8 15	9 30	10 45	12 10	1 25	2 40	3 55
Flore	8 50	9 50	12 35	1 50	3 35	4 50	6 5	7 20	8 25	9 40	10 55	12 20	1 35	2 50	4 5
Weedon	8 55	9 55	12 40	1 55	3 40	4 55	6 10	7 25	8 30	9 45	11 0	12 15	1 40	2 55	4 10
Dodford	9 0	10 0	12 45	2 0	3 45	5 0	6 15	7 30	8 35	9 50	11 5	12 20	1 45	3 0	4 15
Newnham	9 10	10 10	12 55	2 10	3 55	5 10	6 25	7 40	8 45	10 0	11 15	12 30	1 55	3 10	4 25
Daventry	9 15	10 15	1 0	2 15	4 0	5 15	6 30	7 45	8 50	10 5	12 20	1 30	2 45	4 0	5 15

WEDNESDAY.

LEAVE	A.M.	A.M.	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.
Northampton	8 15	9 15	12 0	1 15	3 0	4 15	5 30	6 45	8 0	9 15	10 30	11 45	1 0	2 15	3 30
Upton	8 25	9 25	12 10	1 25	3 10	4 25	5 40	6 55	8 10	9 25	10 40	11 55	1 10	2 25	3 40
Kislingbury	8 30	9 30	12 15	1 30	3 15	4 30	5 45	7 0	8 15	9 30	10 45	12 0	1 15	2 30	3 45
Harpole	8 32	9 32	12 17	1 32	3 17	4 32	5 47	7 2	8 17	9 32	10 47	12 1	1 17	2 32	3 47
Heyford	8 40	9 40	12 25	1 40	3 25	4 40	5 55	7 10	8 15	9 30	10 45	12 10	1 25	2 40	3 55
Flore	8 50	9 50	12 35	1 50	3 35	4 50	6 5	7 20	8 25	9 40	10 55	12 20	1 35	2 50	4 5
Weedon	8 55	9 55	12 40	1 55	3 40	4 55	6 10	7 25	8 30	9 45	11 0	12 15	1 40	2 55	4 10
Dodford	9 0	10 0	12 45	2 0	3 45	5 0	6 15	7 30	8 35	9 50	11 5	12 20	1 45	3 0	4 15
Newnham	9 10	10 10	12 55	2 10	3 55	5 10	6 25	7 40	8 45	10 0	11 15	12 30	1 55	3 10	4 25
Daventry	9 15	10 15	1 0	2 15	4 0	5 15	6 30	7 45	8 50	10 5	12 20	1 30	2 45	4 0	5 15

SUNDAY.

LEAVE	A.M.	A.M.	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.
Northampton	9 30	10 30	2 15	3 0	4 15	5 30	6 45	8 0	9 15	10 30	11 45	1 0	2 15	3 30	4 45
Upton	9 40	10 40	2 25	3 10	4 25	5 40	6 55	8 10	9 25	10 40	11 55	1 10	2 25	3 40	4 55
Kislingbury	9 45	10 45	2 30	3 15	4 30	5 45	7 0	8 15	9 30	10 45	12 0	1 15	2 30	3 45	4 60
Harpole	9 47	10 47	2 32	3 17	4 32	5 47	7 2	8 17	9 32	10 47	12 1	1 17	2 32	3 47	4 62
Heyford	9 55	10 55	2 40	3 25	4 40	5 55	7 10	8 15	9 30	10 45	12 10	1 25	2 40	3 55	5 10
Flore	10 5	11 5	2 50	3 35	4 50	6 5	7 20	8 25	9 40	10 55	12 20	1 35	2 50	4 5	6 10
Weedon	10 10	11 10	2 55	3 40	4 55	7 0	8 5	9 20	10 35	11 50	1 0	2 15	3 30	4 45	6 0
Dodford	10 15	11 15	3 0	3 45	4 60	6 15	7 30	8 45	10 0	11 15	1 30	2 45	4 0	5 15	6 30
Newnham	10 25	11 25	3 10	3 55	5 10	6 25	7 40	8 55	10 10	11 25	1 40	2 55	4 10	5 25	6 40
Daventry	10 30	11 30	3 15	4 0	5 15	6 30	7 45	9 0	10 15	11 30	1 45	3 0	4 15	5 30	6 45

CURRENT TIME TABLE

MOTOR OMNIBUS SERVICE BETWEEN

Northampton, Weedon & Daventry

AND THE INTERMEDIATE VILLAGES.

PASSENGERS will be SET DOWN and TAKEN UP at ST. ANDREW'S ROAD, NORTHAMPTON.

For further Particulars, apply—
Northampton Motor Omnibus Co., Ltd.,
9, George Row, Northampton.
Pike Lane, Northampton.

The Companies will endeavour to maintain a Standard Service, but do not guarantee the running of any particular Bus.

A facsimile of the Northampton - Weedon - Daventry timetable in force in July 1917 and provided jointly by Northampton Motor Omnibus Co Ltd and Midland Motor Bus Co Ltd. At this stage the presumed daily service had given way to market day and weekend operation.

Bygone Buses

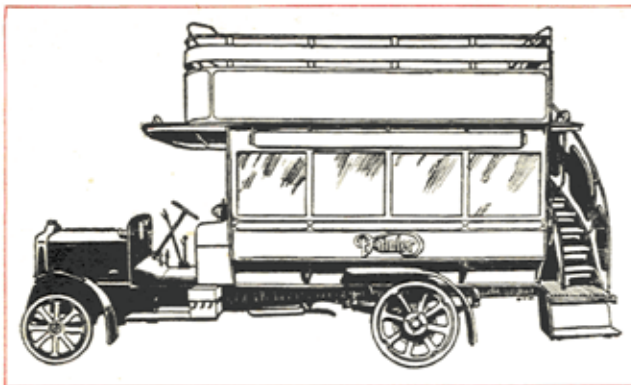
of
NORTHAMPTONSHIRE

NN-N02

Page 4

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N.M.O.Co.Ltd. - NORTHAMPTON
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when the "New Blue Bus" was advertising a trip to Newmarket Races on Tuesday 15th June, leaving Marefair at 9.00am. If there was sufficient demand the excursion would be repeated on 16th and 17th June. There were further petrol restrictions introduced on 1st November 1917 and it may have been at this time that the Bedford service was curtailed at Lavendon. By the Spring of 1918 extra journeys were permitted and being operated on some routes but the Lavendon service was never reconnected with Bedford. The Northampton to Long Buckby service was at some stage extended to West Haddon and this may have occurred towards the end of 1916 when it is believed a service provided by the Midland Motor Bus Company was withdrawn. By 1919, Northampton Motor Omnibus Co Ltd was running pneumatic-tyred charabancs to Ascot Races in June of that year. Furthermore a daily service from Northampton to London was operated in October 1919 for the week during which the Leather Fair was being held at the Agricultural Hall.



Phone 111.

Grams: CASE.

The
**Northampton Motor
Omnibus Co., Ltd.,**

PIKE LANE,
Marefair . . Northampton.

HEAVY MOTOR VEHICLES FOR PUBLIC SERVICE AND
HIRE. . . . HAULAGE CONTRACTORS

M. E. E.

Jan 14/18

A facsimile of a Northampton Motor Omnibus Co Ltd letterhead as used in 1918.

A serious threat of competition to N.M.O.Co's service network arose towards the end of 1919 when the National Steam Car Co Ltd lodged application with Northampton Borough Council Watch Committee for sixteen motorbus licences to ply for hire on the routes of existing companies. A special meeting to discuss the issue was held by the Watch Committee on 2nd December 1919 at which representatives of National, Midland Motor Bus Co, Northampton Motor Omnibus Co and Messrs F & E Beeden of Northampton attended with legal representation.

In due course the Council agreed that ten licences be issued to the National Steam Car Co Ltd, two for use on each of the routes to Bedford, Long Buckby, Stony Stratford and Daventry with two for reserve purposes. However, almost immediately further consideration was given to the matter and in June 1920 just two licences were granted to National for the Bedford route. At this point the N.M.O. Company's Northampton to

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 5

N.M.O.Co.Ltd. - NORTHAMPTON

Lavendon service was increased in frequency in April 1920 with alternate journeys on the route in most cases proceeding from Northampton to either Lavendon or Bozeat. In the following year, in July 1921, the National company advised the Northampton Borough Council that they were not proceeding further for the time being with running buses from Bedford to Northampton and travel between the two towns reverted to connectional facilities between N.M.O.Co's service from Northampton to Lavendon and National's from Lavendon to Bedford. There was also a railway link between Northampton and Bedford.

The next development in the Northampton Motor Omnibus Company's service network was the introduction of a fifth route which linked Northampton with Pitsford, Brixworth, Lamport, Maidwell, Kelmarsh, Gt.Oxendon and Market Harborough from 21st August 1920. This was a daily service offering three return trips on Sundays, Mondays, Tuesdays, Thursdays and Fridays; six on Wednesdays and seven on Saturdays. By June 1921 this route had been curtailed at Brixworth but was reconnected to Market Harborough on Wednesdays, Saturdays and Sundays from 28th June 1922.

JANUARY, 1920

THE NORTHAMPTON
Motor Omnibus Co., Ltd.,
BLUE OMNIBUS SERVICES
BETWEEN
NORTHAMPTON
AND
STONY STRATFORD
And the Intermediate Villages,
ON EACH
Wednesday, Saturday, & Sunday,
UNTIL FURTHER NOTICE.

Passengers will be taken up and set down at Guildhall Road, Northampton, and the Cock Hotel, Stony Stratford.

LEAVE.	a.m.	p.m.	Sat. only.				Sundays only.	
			p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Northampton ...	8 0	12 0	2 0	3 15	6 0	9 15	2 30	6 0
Wootton ..	8 15	12 15	2 15	3 30	6 15	9 30	2 45	6 15
Collingtree Turn ...	8 20	12 20	2 20	3 35	6 20	9 35	2 50	6 20
Courteenhall ...	8 25	12 25	2 25	3 40	6 25	9 40	2 55	6 25
Roads ...	8 30	12 30	2 30	3 45	6 30	9 45	3 0	6 30
Stoke Bruerne ...	8 35	12 35	2 35	3 50	6 35	9 50	3 5	6 35
Alderton Turn ...	8 40	12 40	2 40	3 55	6 40	9 55	3 10	6 40
Grafton Regis ...	8 45	12 45	2 45	4 0	6 45	10 0	3 15	6 45
Yardley Gobion ...	8 55	12 55	2 55	4 10	6 55	10 10	3 25	6 55
Potterspurty ...	9 0	1 0	3 0	4 15	7 0	10 15	3 30	7 0
Old Stratford ...	9 10	1 10	3 10	4 25	7 10	10 25	3 40	7 10
Stony Stratford (arr)	9 15	1 15	3 15	4 30	7 15	10 30	3 45	7 15
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LEAVE.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Stony Stratford ...	9 30	1 15	3 30	4 45	7 30	10 30	4 0	7 45
Old Stratford ...	9 35	1 20	3 35	4 50	7 35	10 35	4 5	7 50
Potterspurty ...	9 45	1 30	3 45	5 0	7 45	10 45	4 15	8 0
Yardley Gobion ...	9 50	1 35	3 50	5 5	7 50	10 50	4 20	8 5
Grafton Regis ...	10 0	1 45	4 0	5 15	8 0	11 0	4 30	8 15
Alderton Turn ...	10 5	1 50	4 5	5 20	8 5	11 5	4 35	8 20
Stoke Bruerne Turn	10 10	1 55	4 10	5 25	8 10	11 10	4 40	8 25
Roads ...	10 15	2 0	4 15	5 30	8 15	11 15	4 45	8 30
Courteenhall ...	10 20	2 5	4 20	5 35	8 20	11 20	4 50	8 35
Collingtree...	10 25	2 10	4 25	5 40	8 25	11 25	4 55	8 40
Wootton ...	10 30	2 15	4 30	5 45	8 30	11 30	5 0	8 45
Northampton (arr.)	10 45	2 30	4 45	6 0	8 45	11 45	5 15	9 0

Further Particulars may be obtained at the Company's Offices:-

PIKE LANE, Marefair, Northampton.

In November 1919 the N.M.O. Company's Northampton to Stony Stratford service was running only on Wednesdays and Saturdays but the full pre-petrol restriction timetable was restored from 1st January 1920 and is shown on the facsimile above.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 6

N.M.O.Co.Ltd. - NORTHAMPTON

ALL PREVIOUS TIME TABLES CANCELLED.

APRIL, 1920.

THE NORTHAMPTON Motor Omnibus Co., Ltd.

Blue Omnibus Service between

NORTHAMPTON AND BOZEAT, LAVENDON

AND THE INTERMEDIATE VILLAGES, EVERY

Wednesday, Saturday and Sunday,

UNTIL FURTHER NOTICE.

Passengers will be taken up and set down at Guildhall Road, Northampton.

LEAVE	SATURDAYS ONLY.												SUNDAYS.				
	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Northampton	8 0	8 30	11 15	12 0	2 0	2 30	3 30	5 0	6 30	7 45	9 15	10 0	10 30	2 30	3 0	6 30	7 0
Lt. Houghton	8 15	8 45	11 30	12 15	2 15	2 45	3 45	5 15	6 45	8 0	9 30	10 15	10 45	2 45	3 15	6 45	7 15
Brafield	8 25	8 55	11 40	12 25	2 25	2 55	3 55	5 25	6 55	8 10	9 40	10 25	10 55	2 55	3 25	6 55	7 25
Denton	8 30	9 0	11 45	12 30	2 30	3 0	4 0	5 30	7 0	8 15	9 45	10 30	11 0	3 0	3 30	7 0	7 30
Yardley	8 40	9 10	11 55	12 40	2 40	3 10	4 10	5 40	7 10	8 25	9 55	10 40	11 10	3 10	3 40	7 10	7 40
War'ng't'n Trn.	8 50	9 20	—	12 50	2 50	3 20	4 20	5 50	7 20	8 35	10 5	10 50	11 20	3 20	3 50	7 20	—
Lavendon	—	9 30	—	—	3 0	—	4 30	—	7 30	—	10 15	—	11 30	3 30	—	7 30	—
Bozeat	9 5	—	—	1 5	—	3 35	—	6 5	—	8 50	—	11 5	—	—	4 5	—	—
LEAVE	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Bozeat	9 5	—	—	1 15	—	3 40	—	6 10	—	8 55	—	11 5	—	—	7 0	—	—
Lavendon	—	9 45	—	—	3 15	—	4 30	—	7 45	—	10 15	—	11 30	3 45	—	—	8 0
War'ng't'n Trn.	9 15	9 55	—	1 25	3 25	3 50	4 40	6 20	7 55	9 5	10 25	11 15	11 40	3 55	7 15	—	8 10
Yardley	9 30	10 5	12 10	1 40	3 35	4 5	4 50	6 35	8 5	9 15	10 35	11 30	11 50	4 5	7 25	8 10	8 20
Denton	9 40	10 15	12 20	1 50	3 45	4 15	5 0	6 45	8 15	9 25	10 45	11 40	12 0	4 15	7 35	8 20	8 30
Brafield	9 45	10 20	12 25	1 55	3 50	4 20	5 5	6 50	8 20	9 35	10 50	11 45	12 5	4 20	7 40	8 25	8 35
Lt. Houghton	9 55	10 30	12 35	2 5	4 0	4 30	5 15	7 0	8 30	9 45	11 0	11 55	12 15	4 30	7 50	8 35	8 45
Northampton	10 10	10 45	12 50	2 20	4 15	4 45	5 30	7 15	8 45	10 0	11 15	12 10	12 30	4 45	8 5	8 50	9 0

ON THURSDAY AFTERNOONS UNTIL FURTHER NOTICE the 2.30 Bus will Run to BOZEAT, returning at 6.10 p.m.

Further Particulars may be obtained at the Company's Office—

PIKE LANE, Marefair, Northampton.

Facsimile of Northampton Motor Omnibus Co Ltd's Wednesday, Saturday and Sunday Northampton to Bozeat/Lavendon timetable at April 1920. The original diversion via Castle Ashby had been abandoned by this time.

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: N.M.O.Co.Ltd. - NORTHAMPTON :
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From Wednesday 5th October 1921 the Company's sixth service, which ran from Northampton via Chapel Brampton, Spratton, Creaton, Hollowell, Guilsborough Thornby and Welford was pioneered and again Wednesday, Saturday and Sunday facilities were offered. At a later date journeys on this service terminated at either Welford or Naseby. In addition, a route between Long Buckby, Watford, Welton and Daventry on Wednesdays, Saturdays and Sundays was started, integrated with either the Northampton to Long Buckby or Northampton to Daventry services for operational purposes. Northampton Motor Omnibus Company's next route ran between Northampton, Kislingbury, Bugbrooke, Lower Heyford, Lower and Upper Weedon, Everdon, Newnham and Badby on a daily timetable. It is not known when this service was commenced but in due course the eight services currently operated by the N.M.O. Company were numbered 1 to 8 in the order in which they were developed.

Returning to the subject of rolling stock used by the Northampton Motor Omnibus Co Ltd surprisingly little is known of the fleet prior to 1920 but thereafter more information has come to light thanks mainly to two lists of buses having survived in the Grose records and which seem to date from 1925 and 1928 respectively. It is known from correspondence that by May 1920 the fleet comprised about eighteen or nineteen buses yet, at most, only about half this number have been identified, as shown in the rolling stock lists at the end of this paper.

However, the first bus owned by N.M.O.Co. Ltd. was almost certainly BD 2484 which comprised a Daimler chassis with an open-top double-deck body seating thirty-four passengers. Fortunately Messrs Grose Ltd extended their premises in Northampton in 1915 by building another garage on the opposite side of Pike Lane. This event was recorded by the Northampton Independent on 1st May 1915 and was accompanied by a couple of interesting photographs. The text of the article is reproduced below:-

Northampton's Greatest Garage.

More Extensions by Messrs. Grose.

New Motor Buses.

"To their already great garage Messrs. Grose Ltd. have now added another, which gives them the distinction of owning the most garage accommodation in Northampton, if not in the Midlands. It has been erected just opposite to their other garage in Pike Lane, the entrance gateway being only 20 yards from Marefair. No more convenient spot could have been chosen. It is in the heart of Northampton, within three minutes' walk of the L. & N.-W. Railway Station, and the drive in can be managed by the merest novice owing to the width and height of the entrance. The appearance of the garage is indeed most imposing, and provides a welcome improvement to the spot, for it stands on the site

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: N.M.O.Co.Ltd. - NORTHAMPTON :
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of a derelict and dilapidated shoe factory. It extends in length no less than 160 feet, and 48 feet in width, while the entrance is over 20 feet high, so that a man wearing a high hat can stand on the top of a double decker motor-bus and pass through without touching the top. The concrete floor slopes slightly to a side gully, an arrangement which enables thirty cars to be washed there at once, while adjoining the garage are lock-ups, lavatories for chauffeurs, etc. The garage was built by Mr. A. P. Hawtin to the designs of Mr. A. E. Anderson, architect, Northampton.

Primarily the garage has been built to cope with the development of the Northampton Motor Omnibus Co., which has come to stay. Years ago Mr. Grose was a great believer in the future of the motor-omnibus, and the success of the service he has initiated between Northampton and Daventry has been such that he has purchased another up-to-date bus for the journey. It is beautifully sprung and upholstered, and carries the customary complement of 34. The other bus had covered 21,000 miles since last August, and has never lost a minute on the road - a record of which the firm may be pardonably proud.

In addition to the new garage already described, Messrs. Grose have one opposite extending 130 feet by 106 feet, with an entrance 13 feet high by 21 feet wide, with pits, turntable, and well equipped workshops under the same roof.

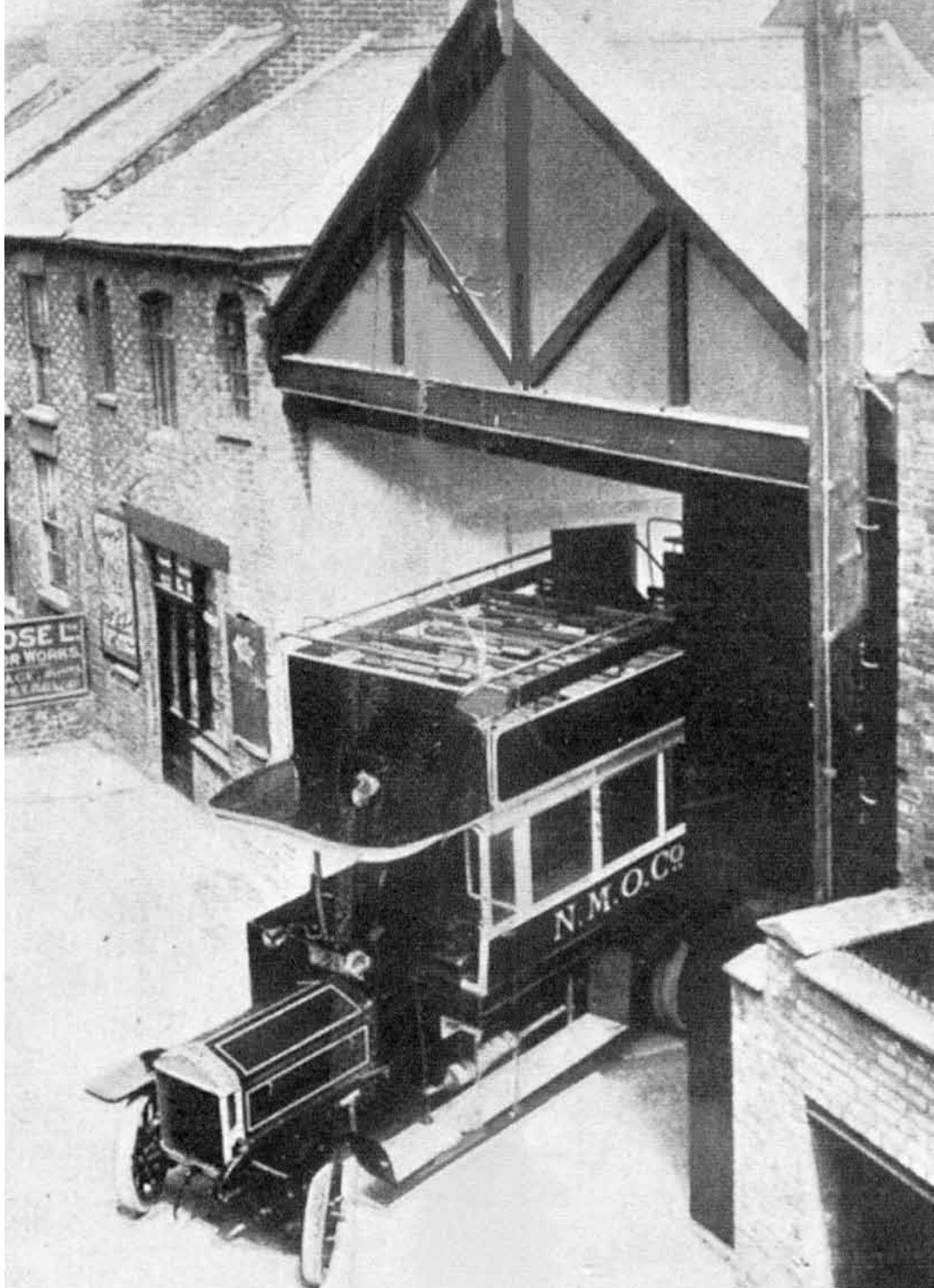
Saloon Motor-Bus for Touring.

Another enterprising experiment of the firm has been the purchase of a saloon motor-bus, depicted in the above photograph (on page 10 in this paper). This will accommodate 24 to 30 passengers, and will be let out on hire. It is being made to the special order of Messrs. Grose, and will be like a luxurious Pullman car. The seats will be sprung, and the back as well to avoid shocks. Electric light, and all the most up-to-date improvements are installed so that a tour in it will be a real pleasure.

Altogether Messrs. Grose are to be congratulated upon their enterprise and the developments of their business, despite the ever-growing competition. Their success, however, is but a natural outcome of that reputation for reliability which they have won so well through their long experience and extensive resources."

The article indicates that initially just one double-deck was purchased and refers to the acquisition of a second which, it appears was a Belsize. It is also interesting that the article suggests that whilst owning just one bus the extensive garage development was constructed primarily to cope with the development of the Northampton Motor Omnibus Co Ltd. No doubt this may be regarded as journalistic licence, for such an investment to be made upon the strength of one vehicle would be remarkable indeed! The livery of N.M.O.Co. vehicles was blue and white, the predominant colour being described as Royal blue in one report.

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: N.M.O.Co.Ltd. - NORTHAMPTON :
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This photograph depicts a Belsize double-decker parked in the entrance to the new Pike Lane garage and demonstrating the feasibility of how “a man wearing a high hat on the top of a double decker motor-bus” could pass through without touching the top. The reference in the article to “beautifully sprung and upholstered” seats would refer to those fitted in the lower deck only, the upper deck being equipped with the usual wooden garden type seating.

(Photo courtesy Northampton Independent).

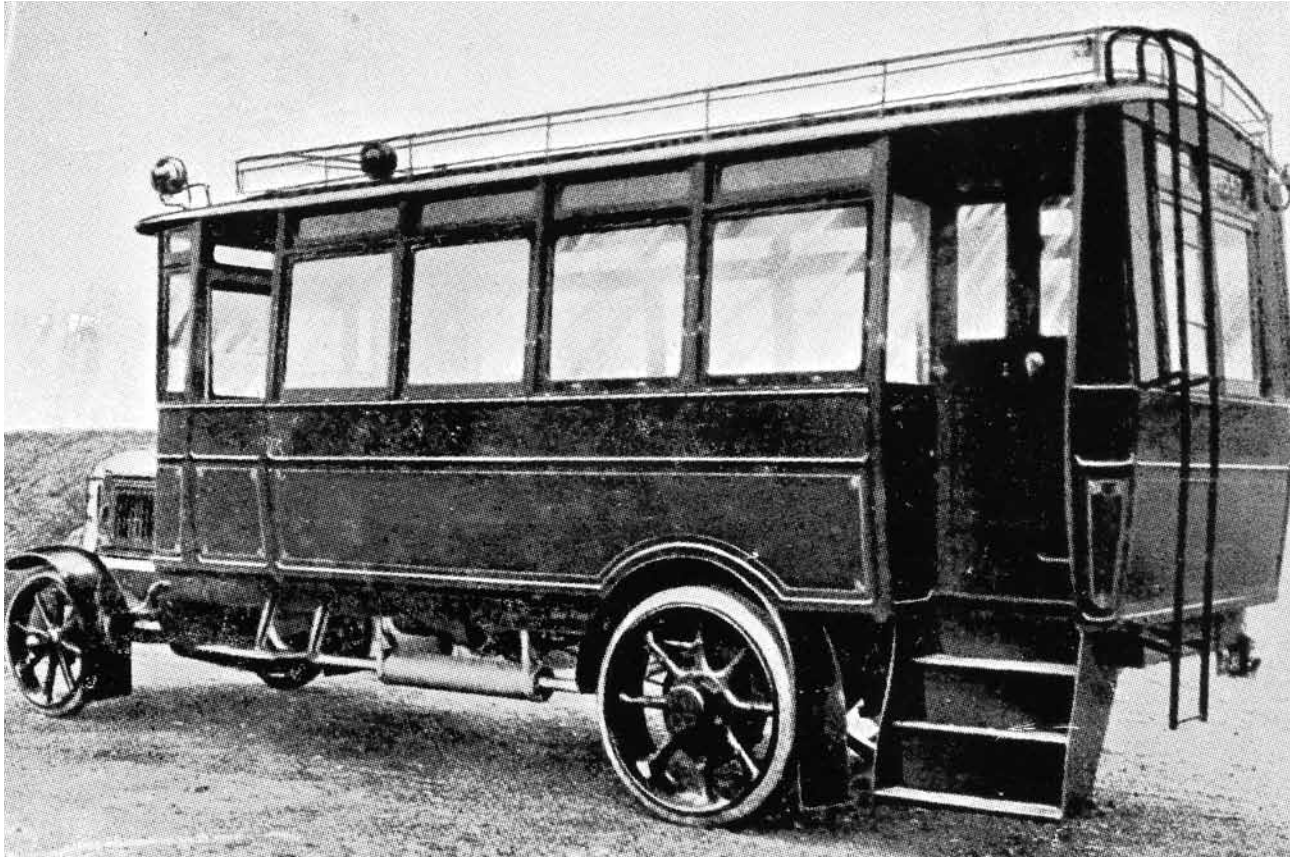
Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 10

N.M.O.Co.Ltd. - NORTHAMPTON



This illustration shows a Leyland S4 saloon allegedly acquired for private hire. Its registration number is not decipherable but it clearly has a body built by Messrs Brush of Loughborough. (Photo courtesy Northampton Independent).

The Author is not entirely convinced that the anonymous vehicle illustrated above was in fact ever owned by the Northampton Motor Omnibus Co Ltd as the photograph could have been one supplied by Brush and sent by that firm to Grose Ltd as an indication of the type of body they were building for the N.M.O. Company. The text of the newspaper article at first refers to the bus having been purchased and then goes on to say it will accommodate 24 to 30 passengers and is being made to the special order of Messrs Grose and will be like a luxurious Pullman car.

This all seems to suggest the vehicle had not been delivered at the time the article was being composed and the reporter may have seen only the photograph and not the actual vehicle. What is certain, however, is that the Northampton Motor Omnibus Co Ltd did order such a bus from the Brush company but it was based on an American Chase chassis and not a Leyland. The body was of the style illustrated in the newspaper article and the vehicle was registered NH 1694. Two photographs of it have survived.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 11

N.M.O.Co.Ltd. - NORTHAMPTON



Photographed new by the Brush Electrical Engineering Company of Loughborough was this Chase saloon registered NH 1694. It was a fine looking machine in 1915.

(Photo courtesy Brush E.E.Co.)



This illustration shows Chase NH 1694 at work during the first World War at St.Peter's Green, Bedford waiting to make its return trip to Northampton.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2
Page 12

N.M.O.Co.Ltd. - NORTHAMPTON

The only other pre-1920 bus owned by the N.M.O.Co Ltd for which details are known was a Daimler registered NH 2498 which carried what looked like a huge motorcar body that probably seated twelve passengers. Almost certainly it would have been confined to hire and excursion work rather than being used on the local bus service network. The Company was advertising a vehicle of this size in June 1919, as indeed it was also advertising 40-seat vehicles. Details of buses of this size are totally absent unless this capacity was achieved by the use of "jubilee" seats in the gangways of conventionally seated double-deckers.



The Northampton Motor Omnibus Company's Daimler saloon registered NH 2498. Note the discreet "N.M.O.Co.Ltd." lettering on the rear door.

FOR HIRE.

DOUBLE DECK and SALOON OMNIBUSES

To carry 12 to 40 Passengers.

**SUPTABLE FOR EXCURSIONS
AND PICNIC PARTIES**

For Particulars Apply—

NORTHAMPTON MOTOR OMNIBUS Co. Ltd
PIKE LANE, MAREFAIR,
NORTHAMPTON.

Left - A facsimile of a Northampton Motor Omnibus Co Ltd advertisement for private hires appearing in the Northampton Independent of 14th June 1919.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 13

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: N.M.O.Co.Ltd. - NORTHAMPTON :
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As stated earlier in this paper, the Northampton Motor Omnibus Co Ltd is known to have been running almost twenty buses by May 1920, yet details of identifiable vehicles in the fleet fall far short of this total. By this time the N.M.O.Co had built up four services on which the operation was heavily concentrated on Wednesdays, Saturdays and Sundays with much reduced running on the other four days of the week. As the bus side of Grose's operations formed only a small part of the total business, this imbalance was not too much of a problem as the bus company's staff could be deployed on general garage duties on the days they were not driving or conducting. Incidentally, the N.M.O.Co. used the bell punch ticketing system, purchasing ticket stocks from both the Bell Punch Company and from Williamson's, but it is not known whether the ticket punches were of Bell Punch or Williamson design. In addition, some single-deck buses were one-man operated.



Two examples of the Northampton Motor Omnibus Company's Bell Punch ticket stock. On the left is an 11d Single and on the right a 7d Workman's Return.

The imbalance of services on the various days of the week described above must have reduced the overall profitability of Messrs Grose Ltd's total business and clearly the Directors recognised this. In 1920 they approached at least the National Omnibus & Transport Co Ltd and the Wellingborough Motor Omnibus Co Ltd with a view to selling the N.M.O. Company to one or the other. At that time the N.M.O.Co was probably too large an undertaking for the Wellingborough Company to absorb and neither prospective purchaser could have operated the outfit as it was then being run, with very low total mileage in proportion to the buses operated and the consequent inefficient crew scheduling that would have applied, with neither the National nor the Wellingborough Companies having alternative garage work for the N.M.O.Co's road staff to perform.

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: N.M.O.Co.Ltd. - NORTHAMPTON :
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Unable to find a buyer, the Northampton Motor Omnibus Co Ltd continued as it had before and over the next few years introduced more services, again with the emphasis on Wednesday, Saturday and Sunday operations. In addition, the Directors looked towards expanding elsewhere within the County and in July 1920 applications were lodged with both Kettering and Wellingborough Urban District Councils for Hackney Carriage licences for six buses at each location. The services it was intended should be operated are not known but in any case N.M.O.Co. did not pursue this option. The fleet was considerably expanded over the following two or three years with many Daimler chassis being taken into stock, some being ex-War Department, bodied as double-deckers, single-deckers or charabancs. It has to be emphasised, however, that buses shown in the accompanying vehicle tables as being new in 1920/1 may in fact have been a year or two older. Records of "NH" registrations are not explicit on the dates of original registration for vehicles that predated the 1920 Roads Act. By 1926 the peak vehicle requirement for the local bus services was 22 and the fleet totalled 32 vehicles.

One of the Company's Daimler buses purchased in 1923 was NH 4819 and this was fitted with a Strachan & Brown body which could seat forty passengers. Its arrival in Northampton resulted in a feature being written for the Northampton Independent, which is worth recording in full:-

"To the Open Road by Motor Coach."

"Luxurious New Vehicle soon to be Operating from Northampton."

"With the sunshine pouring from a cloudless sky as we write, one cannot but feel the joie de vivre of spring, which is assuredly with us, and with the advent of the season one's thoughts turn with a sigh of expectation to the joys of the countryside, the open road and the sea. 'Tis not, however, given to all of us to possess a Rolls-Royce in which to reach the Arcadias of England, but in the enterprise of Messrs. Grose, Ltd., we can find our salvation, and assuredly "the next best thing."

Anticipating the ever increasing popularity of travel by road the firm have just installed the magnificent motor coach seen in the accompanying pictures, which in its comfort and appointments certainly rivals the autocratic car we have mentioned. This Pullman of the road, for as such it is best described, is a 40 h.p. Daimler de Luxe model and an entirely new vehicle, it is the first of its kind in Northampton. The usual coach of this description has only seating capacity for 32 but a special chassis made to the design of Messrs. Grose, has enabled the makers to provide full seating for no fewer than 45 passengers. Thus the disadvantage of chartering a second smaller vehicle to accommodate a few extra passengers, so often experienced by motoring parties, is obviated. There are convenient entrances at front and rear, to further the convenience of passengers in boarding or alighting from the coach, which is divided into three compartments, one for driver and two passengers. The body, which has been carried out in rich colours of royal blue and white enamel, is one of the largest ever turned out by the great London firm who have supplied this fine vehicle. It is so constructed that

Bygone Buses

of
NORTHAMPTONSHIRE

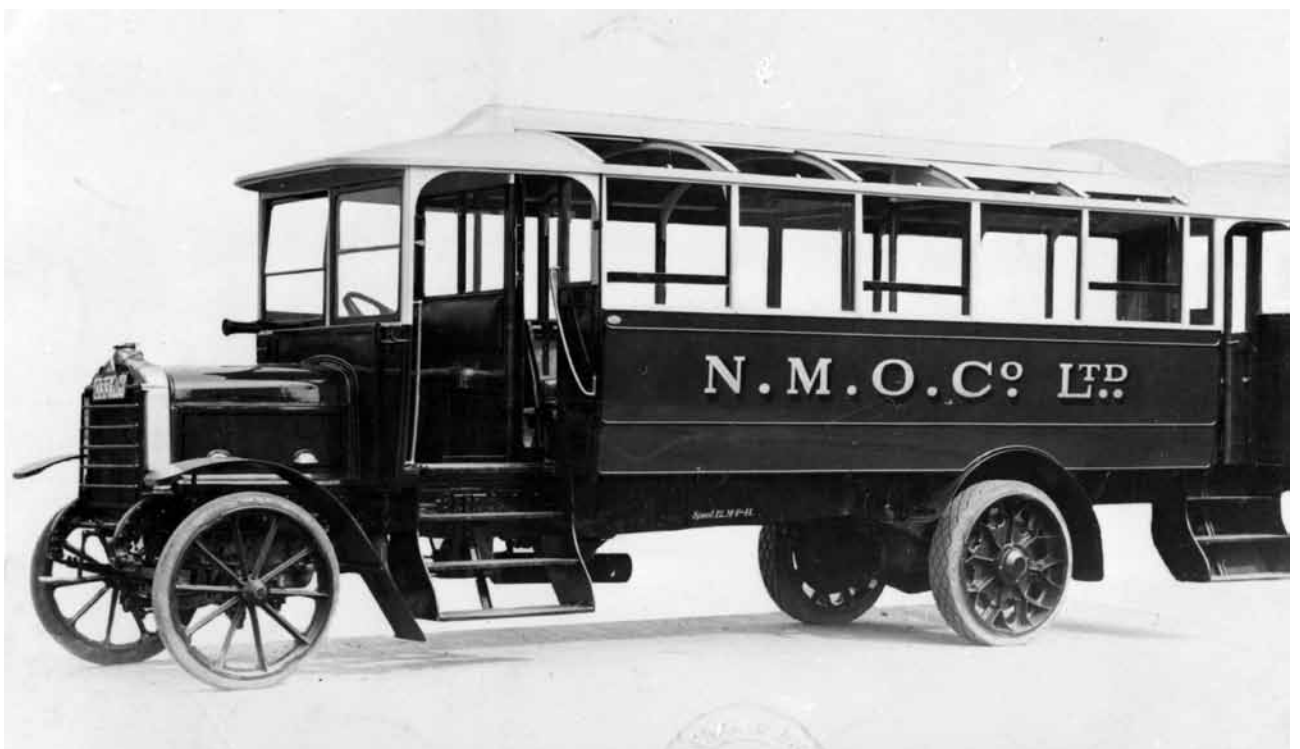
NN-NO2

Page 15

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: N.M.O.Co.Ltd. - NORTHAMPTON :
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within the short space of three minutes the coach can be converted from an entirely weatherproof and draughtproof saloon, into an open coach, an advantage which will be patent to all who have good reason to appreciate the vagaries of our English climate. This innovation is effected by means of sliding windows, which can be adjusted and locked in any desired position and also by a sliding roof, which can be rolled back into the centre as one would draw a venetian blind. The supremely comfortable seats have been upholstered in red leather throughout, and a special heater is fitted to keep the interior at an equable temperature in wintry weather. The saloon is brilliantly illuminated by numerous electric lights with emergency oil lamps, and the whole is mounted on a well sprung chassis with super resilient tyres. Thus riding is the acme of comfort, with vibration reduced to the minimum. The coach constitutes the ideal vehicle for all descriptions of road trips, such as holiday tours, outings, race parties, etc., more especially as there is special accommodation for luggage, while leaving ample room for the full capacity of passengers.

Messrs. Grose are to be congratulated on their enterprise, which should meet with well merited support. The firm's large fleet of motor vehicles are now capable of carrying 800 to 1,000 passengers at a time. Their latest addition is now available for private hire, and since bookings of this fine coach are sure to be in great demand early enquiry is strongly advised."



The Strachan & Brown bodied Daimler Y-type registered NH 4819 in the N.M.O.Co. Ltd. fleet was recorded as seating 40 passengers by the Company, 44 by the Commercial Motor Magazine and 45 by the Northampton Independent. Its sliding roof panels are reminiscent of the shutters used on some post-War dustcarts. (Photo courtesy Strachan & Brown)

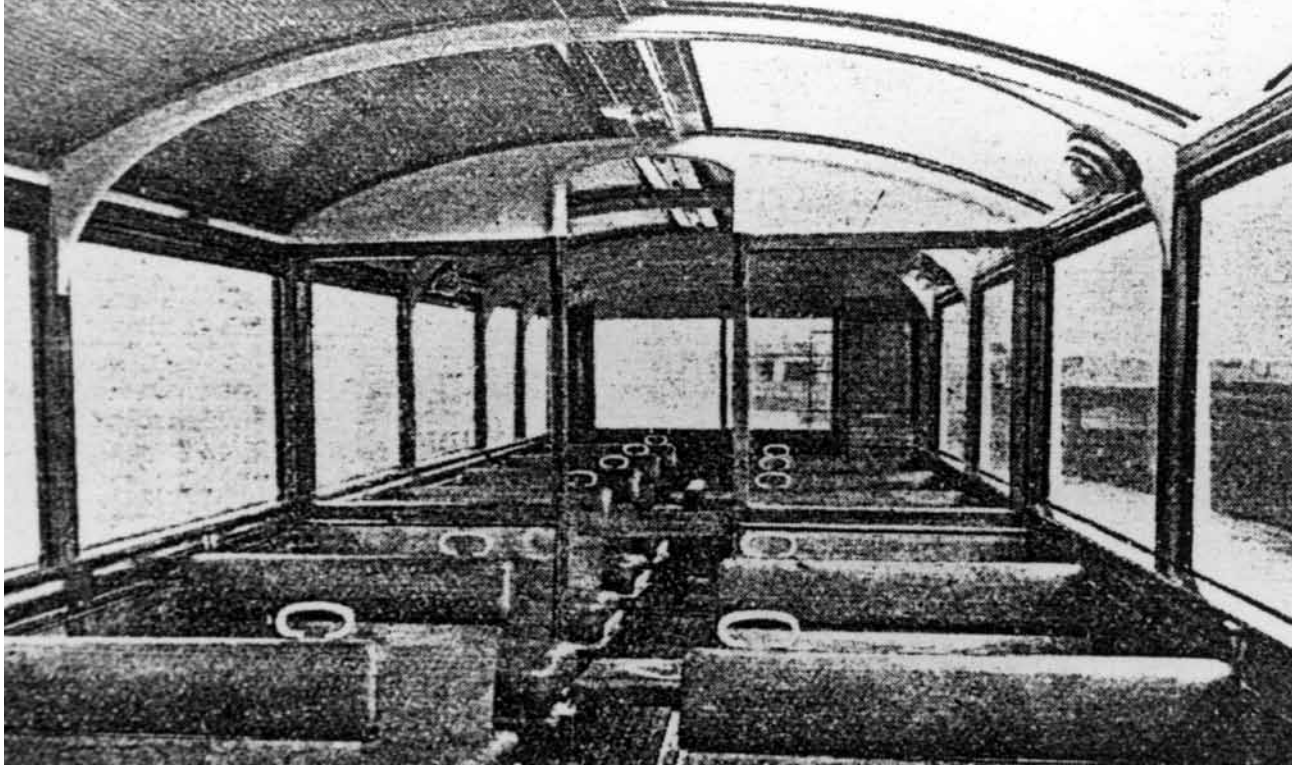
Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 16

N.M.O.Co.Ltd. - NORTHAMPTON



The Northampton Independent captioned this photograph of the interior of NH 4819 as follows:- *“A view of the interior, giving some idea of the lavish fittings, comfortable seats, sliding windows, and on the right the sliding roof (seen open), which thus converts the coach into an open or closed saloon within 3 minutes.”*

The only way this vehicle could have accommodated forty-plus passengers is by the use of “jubilee” seats and one may be just visible at the rear of the front compartment. What appears to be a seat cushion protruding across the gangway can be seen together with a leather belt running across the gangway at the height of the top of the seat-backs. One wonders just how draught-proof this vehicle was in wintry weather when looking at the sliding roof panels!

At an unknown date in the 1920s, but prior to 1925, fleet numbers were allocated to the Northampton Motor Omnibus Company’s vehicles although there is no photographic evidence to show whether or not they were displayed on the vehicles. In 1923 a fourteen-seat Maxwell bus was acquired and possibly registered NH 4822. This small vehicle may well have taken the place of the twelve-seat Daimler NH 2498 which was rebodied as a double-deck at about this time. From 1924 onwards the Northampton Motor Omnibus Company bought only single-deck vehicles. Four or five of these were Daimlers but smaller Vulcan, Chevrolet, Graham Bros and Berliet chassis were also chosen. Grose bodied a number of these buses themselves but others received Strachan & Brown or London Lorries bodywork. A selection of rolling stock is shown on the following pages.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 17

N.M.O.Co.Ltd. - NORTHAMPTON



This rather indistinct photograph shows a Daimler saloon bus which the Northampton Motor Omnibus Company purchased in 1921 and registered NH 2853. The bus was about to take "The ladies of Junction Road", Northampton in fancy dress to Badby Woods. Why they were in fancy dress and what they did there is not recorded but the ladies apparently spent a convivial and enjoyable day at this location in July 1921.

(Photo courtesy Northampton Independent)



This general view of Daventry Market Square happens to include two buses. On the left is Clarke Bros of Weedon's Lancia RP 3261 and, on the right, the Northampton Motor Omnibus Company's Daimler XB 9885.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 18

N.M.O.Co.Ltd. - NORTHAMPTON



Left - An enlargement of the Lancia and Daimler saloons shown in the previous illustration.



*This photograph shows N.M.O.Co.'s Maxwell thought to have been registered NH 4822 loading in St.Andrew's Road, Northampton in July 1923 for the journey to Long Buckby and West Haddon.
(Photo courtesy Commercial Motor)*

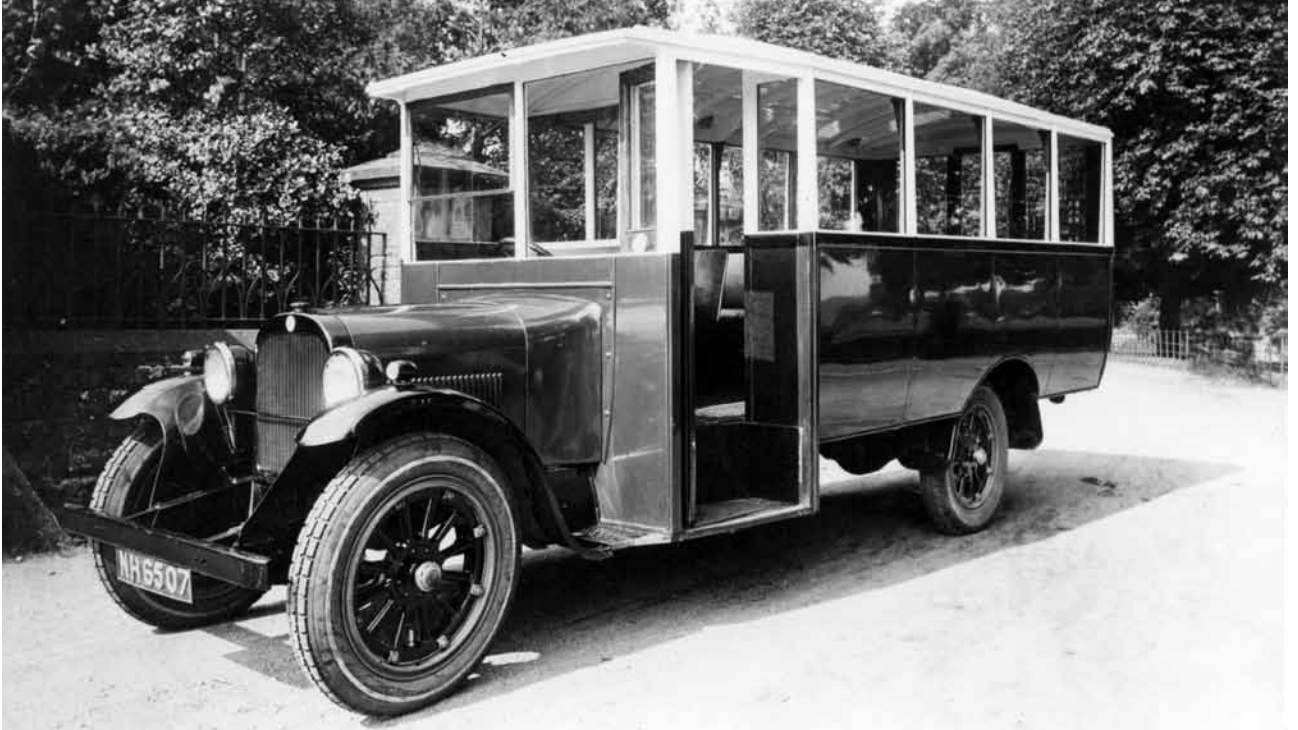
Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 19

N.M.O.Co.Ltd. - NORTHAMPTON



This smart Graham Bros saloon placed in service by the N.M.O.Co. Ltd in 1925 carried a twenty-seat body built by Messrs Grose Ltd, and was registered NH 6507.

(Photo courtesy Grose Ltd)



An interior view of NH 6507 showing the unusual "perimeter" seating in the rear section of the bus.

(Photo courtesy Grose Ltd)

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

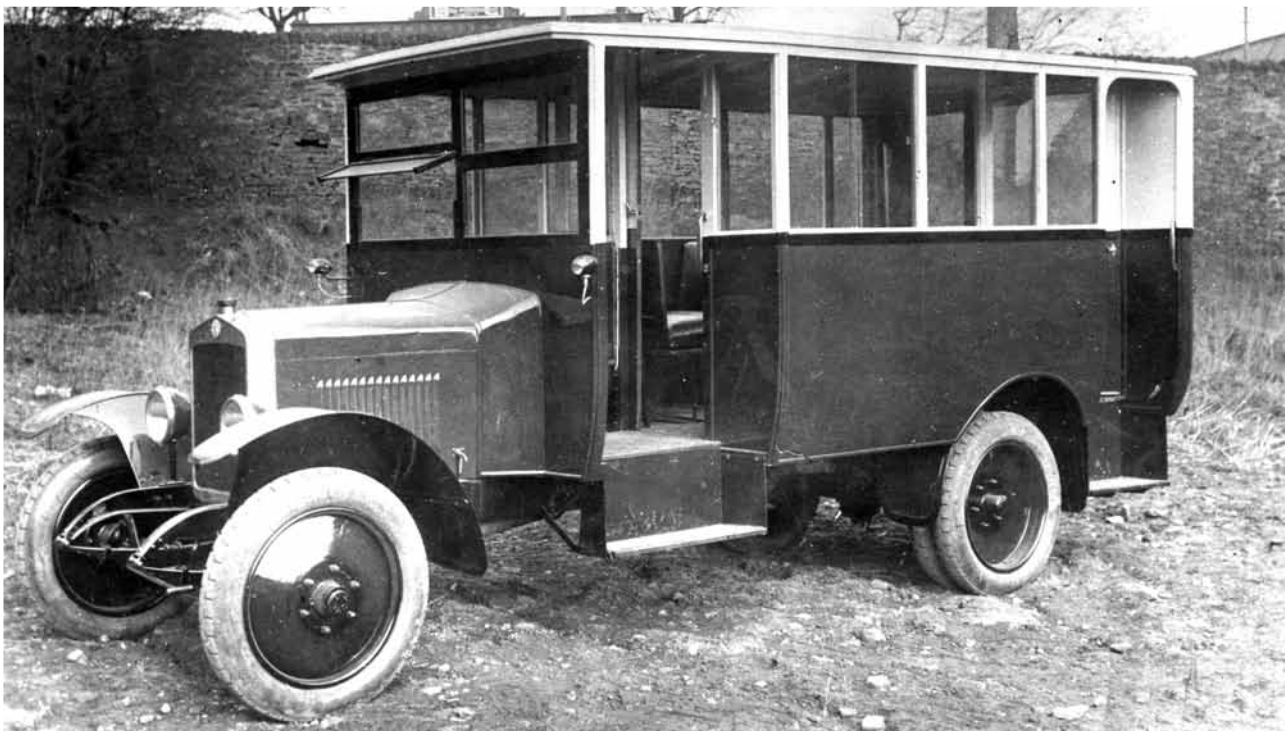
Page 20

N.M.O.Co.Ltd. - NORTHAMPTON



Another view of Graham Bros NH 6507 standing in Horsemarket, Northampton and heading a four-vehicle convoy on a Grose staff outing to the British Empire Exhibition at Wembley in 1925. The second and third vehicles are NH registered Daimlers with Strachan & Brown bodywork, possibly NH 4819, NH 5423 or NH 5618.

(Photo courtesy Grose Ltd)



One of the last small buses to be taken into stock by the Northampton Motor Omnibus Co Ltd was this Berliet which was duly registered NH 7383. Its Grose body is recorded as an 18-seater. A rear-facing seat is visible through the front entrance and some of the rest of the seating may have been arranged in "perimeter" fashion as in NH 6507. Eighteen seats seems an extraordinary capacity for such a small vehicle. (Photo courtesy Grose Ltd)

Bygone Buses

of
NORTHAMPTONSHIRE

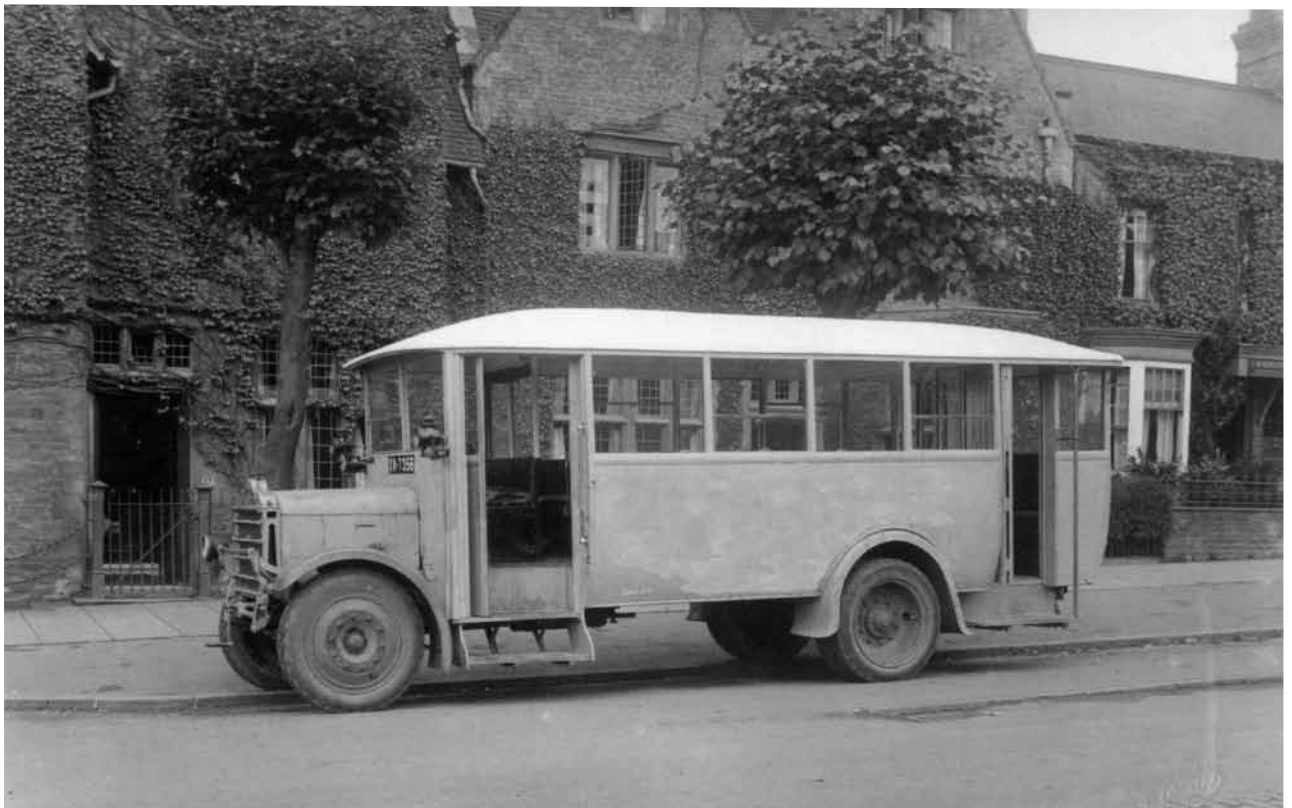
NN-NO2

Page 21

N.M.O.Co.Ltd. - NORTHAMPTON



This mid-1920s view taken at Long Buckby Square shows an unidentified Northampton Motor Omnibus Company bus outside the public house. It is possibly the Vulcan NH 5915. The vehicle to the right of the picture belonged to H Phillips of Long Buckby and was an A.E.C. registered RP 410.



The chassis of this handsome 1922 Daimler CB was bought by the Northampton Motor Omnibus Company in about 1925 when it received the Grose body shown in this illustration.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

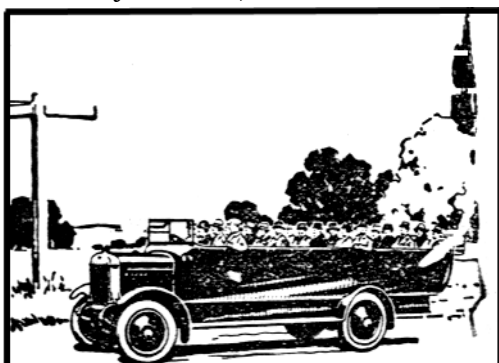
Page 22

N.M.O.Co.Ltd. - NORTHAMPTON

The eight routes developed by the Northampton Motor Omnibus Company continued to operate during the 1920s with comparatively little change and a snapshot of the timetables operating in the Spring of 1926 is given on pages 26 to 34.

Throughout its existence the Northampton Motor Omnibus Co Ltd ran excursions to a limited number of destinations. In most years they provided a facility from Northampton to Badby Woods, noted for its bluebells, and this journey was incorporated within the

Badby service timetable. However, a special handbill for the 1927 season was printed and is reproduced below.



Special Day Excursion.

EACH SUNDAY to WOBURN and BEDFORD, starting from Market Sq. at 11 a.m., arriving back at 9 p.m.
FARE 4/6

Special Afternoon Excursion

EACH THURSDAY to SULGRAVE via Towcester and Wappenham, returning by Morton Pinkney, Canons Ashby, Adstone and Lichborough. Starting Market Square 2.30 p.m., arriving back at 8 p.m.

FARE (including Tea) 4/6

For Full Particulars of Private & Public Services apply--

Northampton Motor Omnibus Co., Ltd.

PIKE LANE, MAREFAIR, NORTHAMPTON.

Phone 111. Grams: "Case."

A facsimile of a Northampton Motor Omnibus Company advertisement for special day and afternoon excursions that appeared in the Northampton Independent in July 1923.

A SPECIAL BUS

WILL RUN TO

Badby Woods

Each THURSDAY Afternoon

UNTIL FURTHER NOTICE.

Leaving as follows--

	P.M.	P.M.
Northampton Garage, Horsemarket	2 15	9 10 <small>Arrive Nhampton</small>
Kislingbury	2 30	8 55
Bugbrooke	2 40	8 45
Lower Heyford	2 45	8 40
Stow Hill	2 50	8 35
Lower Weedon	2 53	8 32
Upper Weedon	2 58	8 27
Everdon	3 8	8 17
Newnham	3 15	8 10
Badby	3 25	8 0

(Read upwards)

Commencing April 21st, 1927.

Northampton Motor Omnibus Co., Ltd.

A facsimile of a N.M.O. Company handbill advertising a Thursday afternoon service from Northampton to Badby Woods. Presumably the attraction of the location diminished once the bluebells had flowered and the service would be cancelled, although the fancy dress attired ladies of Junction Road still found the site appealing during the summer months! An examination of the 1926 Badby timetable shown on Page 34 confirms that a similar arrangement applied in that year.

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: N.M.O.Co.Ltd. - NORTHAMPTON :
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By 1927 the Directors of Grose Ltd were again seeking means of disposing of the Northampton Motor Omnibus Company in order to concentrate on their more lucrative motor dealerships, coachbuilding, vehicle servicing and general garaging businesses. Having been unable in 1920 to interest the Wellingborough Motor Omnibus Company, now operating as United Counties Omnibus & Road Transport Co Ltd, it appears that an approach was made to the Birmingham & Midland Motor Omnibus Co Ltd or Midland Red as it was colloquially known. B.M.M.O. considered the matter but at the time discussions were under way with United Counties on a territorial agreement and the purchase by them of the Northampton company would have been in conflict with the proposed agreement. Consequently, following discussions between Midland Red and United Counties it was determined that the latter company should open negotiations with Messrs Grose Ltd. Meanwhile, and again because of territorial agreements, United Counties sought the acceptance of the National Omnibus & Transport Co Ltd to pay its share of any agreed purchase price for the Northampton to Harrold/Lavendon route.

Meetings between United Counties and Mr William Grose and his accountant took place in March/April 1927 on the basis of United Counties paying £1,500 for the services plus the going rate for any buses deemed to be of use to United Counties. In the event, very few buses were considered suitable and so the expenditure required to purchase twenty-five new Leyland Lion saloons had to be authorised by the Directors of United Counties. Discussions continued and on 15th March 1928 United Counties' entered into a contract with Grose's to purchase the goodwill, roads and five pneumatic-tyres vehicles for £3,500 and United Counties would take over on 26th May 1928. In fact the hand-over of routes was spread over a ten week period with United Counties commencing the Daventry route on 21st April 1928; Market Harborough on 12th May; West Haddon and Long Buckby to Daventry on 26th May; Stony Stratford on 11th June; Badby on 28th June and Naseby/Market Harborough on 1st July 1928, numbering these services 11 to 16 respectively. The Northampton to Harrold/Lavendon route passed to the National company from 7th April 1928 as agreed at a price of £500 and this Company immediately extended the route to run to and from Bedford. Finally, N.M.O.Co's parcel office was taken over from 2nd July 1928. As a temporary measure United Counties used Grose's Pike Lane garage during the eleven week period 28th June to 8th September 1928. Incidentally, at the time of the sale of the N.M.O. Company its Directors were William Thomas Grose, Percy Joseph Grose and Frank James Grose, the latter being another son of Joseph Grose the founder of the firm. The routes operated and the licences held for them were valued at £2,250 whilst the five buses with spare parts were assessed as being worth £1,250.

Clearly, with the fleet of buses it owned in 1928, of which about 40% were still operating on solid tyres, the N.M.O.Co Ltd would soon have needed to invest heavily in a replacement programme had it continued to be operated by the Grose family. Whilst in 1914 it was a natural progression from Grose's core business to run buses and charabancs, circumstances had changed by the 1920s and the wise decision was to dispose of the N.M.O. Company to a specialist bus operator to develop the services'

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 24

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: N.M.O.Co.Ltd. - NORTHAMPTON :
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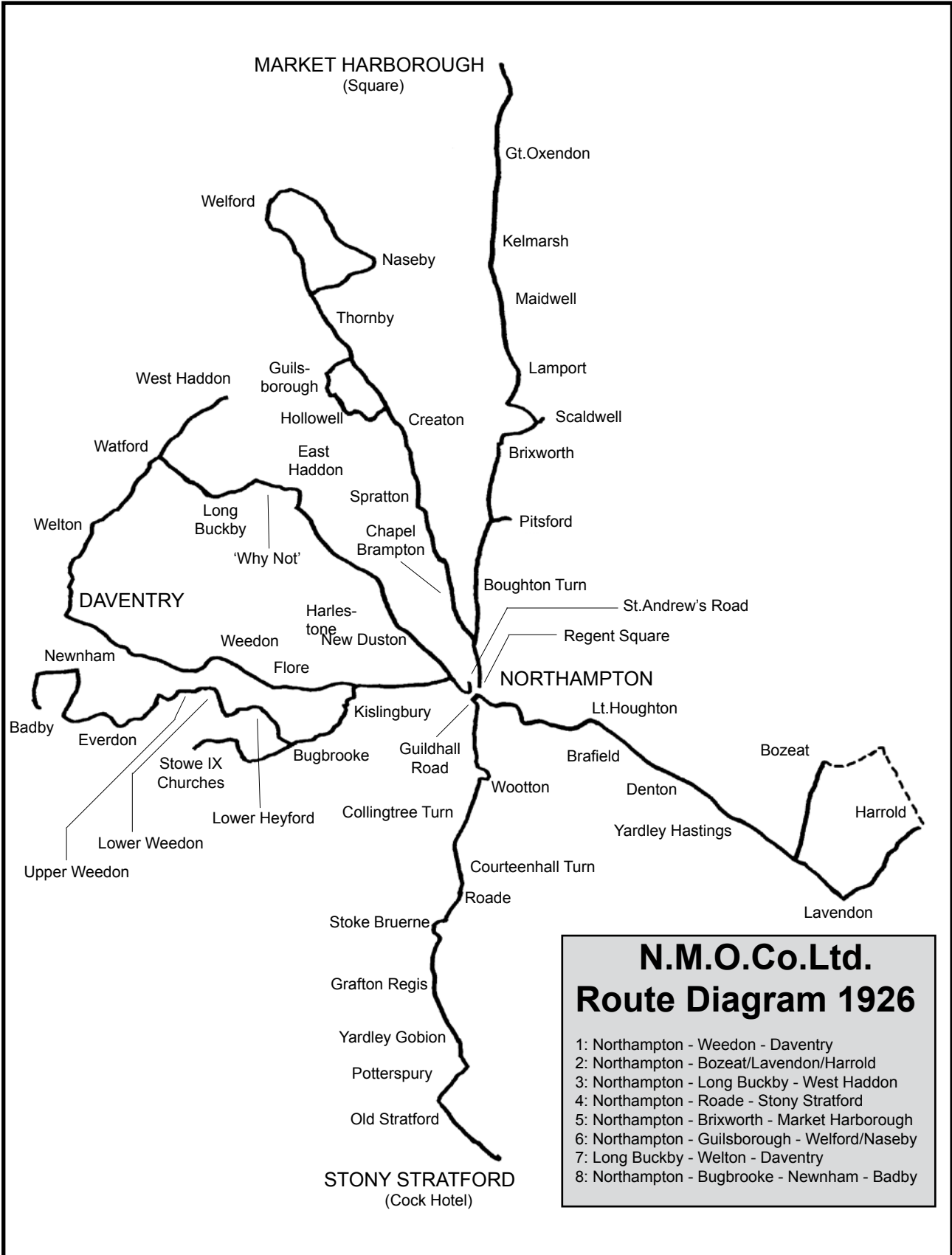
potential. Only the Goodwill and certain other assets were sold to United Counties and the Company itself remained in the hands of its Directors. The Northampton Motor Omnibus Co Ltd continued in being until 19th February 1943 when at an Extraordinary Meeting of its Shareholders a Special Resolution was passed to rename the company Northampton Motor Services Ltd to operate various luxury car dealerships. The requisite Certificate of Change of Name was duly granted by the Registrar of Companies on 13th March 1943.



Taken on 26th May 1928 shortly before the completion of the sale of Northampton Motor Omnibus Company's services to United Counties, this photograph depicts the latter Company's Dodson bodied Leyland Lion RP 4634 on the left and two N.M.O. Company Daimler double-deckers on the right, registered NH 1694 and NH 2928 and still running on solid tyres.
(Photo courtesy W J S Meredith)

Facsimiles of Northampton Motor Omnibus Company timetables for 1926 follow on pages 26 to 34.

N.M.O.Co.Ltd. - NORTHAMPTON



N.M.O.Co.Ltd. - NORTHAMPTON

Sundays.

LEAVE	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.
Northampton	9 30	10 30	2 0	3 0	4 30	6 0	6 45	7 15	7 30	8 0	9 0	10 0	
Kislingbury	9 45	10 45	2 15	3 15	4 45	6 15	7 0	7 30	7 45	8 15	9 15	10 15	
Heyford ...	9 55	10 55	2 25	3 25	4 55	6 25	7 10	7 40	7 55	8 25	9 25	10 25	
Flore ...	10 5	11 5	2 35	3 35	5 5	6 35	7 20	7 50	8 5	8 35	9 35	10 35	
Weedon ...	10 10	11 10	2 40	3 40	5 10	6 40	7 25	7 55	8 10	8 40	9 40	10 40	
Dodford ...	10 15	11 15	2 45	3 45	—	6 45	7 30	—	8 15	8 45	9 45	10 45	
Daventry arrive	10 30	11 30	3 0	4 0	—	7 0	7 45	—	8 30	9 0	10 0	11 0	
LEAVE	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.
Daventry	9 30	11 0	1 30	3 30	—	5 30	7 0	—	8 10	8 30	9 0	10 0	
Dodford ...	9 45	11 15	1 45	3 45	—	5 45	7 15	—	8 25	8 45	9 15	10 15	
Weedon	9 50	11 20	1 50	3 50	5 30	6 50	7 20	8 10	8 30	8 50	9 20	10 20	
Flore ...	9 55	11 25	1 55	3 55	5 35	6 55	7 25	8 15	8 35	8 55	9 25	10 25	
Heyford ...	10 5	11 35	2 5	4 5	5 45	6 5	7 35	8 25	8 45	9 5	9 35	10 35	
Kislingbury	10 15	11 45	2 15	4 15	5 55	6 15	7 45	8 35	8 55	9 15	9 45	10 45	
Northampton	arr. 10 30	12 0	2 30	4 30	6 10	6 30	8 0	8 50	9 10	9 30	10 0	11 0	

Private Hire Department.

Charabancs, Double Deck
and Single Deck Buses may
be Hired for small or large
Parties.

March, 1926. Service No. 1.

CURRENT TIME TABLE OF MOTOR OMNIBUS SERVICE

BETWEEN

**NORTHAMPTON,
WEEDON and DAVENTRY,**

And the Intermediate Villages.

PASSENGERS will be set down and taken up at
St. ANDREW'S ROAD, NORTHAMPTON

FOR FURTHER PARTICULARS APPLY—

Northampton Motor Omnibus Company, Limited,

PIKE LANE, NORTHAMPTON.

PHONE 111.

Whilst every endeavour will be made to maintain a Standard Service, the Company do not guarantee the running of any particular Bus, and accept no liability for loss, damage, injury or delay, sustained by any Passenger by reason of unpunctuality or failure to maintain services.

N.M.O.Co.Ltd. - NORTHAMPTON

Saturday Service.

	a.m.		a.m.		a.m.		noon		p.m.		p.m.		p.m.		p.m.		p.m.		
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	
LEAVE Northampton ...	6 55	8 0	8 20	9 0	9 20	10 0	10 20	11 0	11 20	12 0	12 20	1 0	1 20	2 0	2 20	3 0	3 20	4 0	4 20
Kislingbury ...	6 10	8 16	8 36	9 15	9 35	10 15	10 35	11 15	11 35	12 15	12 35	1 15	1 35	2 15	2 35	3 15	3 35	4 15	4 35
Heyford ...	6 20	8 25	8 45	9 25	9 45	10 25	10 45	11 25	11 45	12 25	12 45	1 25	1 45	2 25	2 45	3 25	3 45	4 25	4 45
Flore ...	6 30	8 35	8 55	9 35	9 55	10 35	10 55	11 35	11 55	12 35	12 55	1 35	1 55	2 35	2 55	3 35	3 55	4 35	4 55
Weedon ...	6 35	8 40	9 0	9 40	10 0	10 40	11 0	11 40	12 0	12 40	1 0	1 40	2 0	2 40	3 0	3 40	4 0	4 40	5 0
Dodford ...	6 40	8 45	9 0	9 45	10 0	10 45	11 0	11 45	12 0	12 45	1 0	1 45	2 0	2 45	3 0	3 45	4 0	4 45	5 0
Daventry arrive 6 55	9 0	10 0	10 0	10 0	11 0	11 0	12 0	12 0	1 0	1 0	2 0	2 0	3 0	3 0	4 0	4 0	5 0	6 0	7 0
LEAVE Daventry ...	6 30	7 30	8 0	9 0	10 0	10 0	11 0	11 0	12 0	12 0	1 0	2 0	2 0	3 0	3 0	4 0	4 0	5 0	6 0
Dodford ...	6 45	7 45	8 0	9 15	10 0	10 15	11 0	11 15	12 0	12 15	1 0	1 15	2 0	2 15	3 0	3 15	4 0	4 15	5 0
Weedon ...	6 50	7 50	8 0	9 20	10 0	10 20	11 0	11 20	12 0	12 20	1 0	1 20	2 0	2 20	3 0	3 20	4 0	4 20	5 0
Flore ...	7 05	8 05	8 15	9 25	10 0	10 25	11 0	11 25	12 0	12 25	1 0	1 25	2 0	2 25	3 0	3 25	4 0	4 25	5 0
Heyford ...	7 15	8 15	8 25	9 35	10 15	10 35	11 15	11 35	12 15	12 35	1 15	1 35	2 15	2 35	3 15	3 35	4 15	4 35	5 15
Kislingbury ...	8 15	9 25	9 45	10 25	10 45	11 25	11 45	12 25	12 45	1 25	1 45	2 25	2 45	3 25	3 45	4 25	4 45	5 25	6 05
Northampton ...	8 30	9 40	10 0	10 40	11 0	11 40	12 0	12 40	1 0	1 40	2 0	2 40	3 0	3 40	4 0	4 40	5 0	5 40	6 0

Wednesdays.

	a.m.		a.m.		a.m.		noon		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
LEAVE Northampton ...	5 55	8 0	8 15	9 0	9 15	10 15	10 30	11 0	11 15	12 0	12 15	1 0	1 15	2 0	2 15	3 0	3 15	4 0	4 15	5 0
Kislingbury ...	6 10	8 15	8 30	9 15	9 30	10 30	10 45	11 15	11 30	12 15	12 30	1 15	1 30	2 15	2 30	3 15	3 30	4 15	4 30	5 15
Heyford ...	6 20	8 25	8 40	9 25	9 40	10 40	10 55	11 25	11 40	12 30	12 45	1 25	1 40	2 30	2 45	3 30	3 45	4 30	4 45	5 30
Flore ...	6 30	8 35	8 50	9 35	9 50	10 50	11 05	11 20	11 35	12 25	12 40	1 20	1 35	2 25	2 40	3 25	3 40	4 25	4 40	5 25
Weedon ...	6 35	8 40	9 0	9 40	10 0	10 40	11 0	11 40	12 0	12 40	1 0	1 40	2 0	2 40	3 0	3 40	4 0	4 40	5 0	6 0
Dodford ...	6 40	8 45	9 0	9 45	10 0	10 45	11 0	11 45	12 0	12 45	1 0	1 45	2 0	2 45	3 0	3 45	4 0	4 45	5 0	6 0
Daventry arrive 6 55	9 0	10 0	10 0	10 0	11 0	11 0	12 0	12 0	1 0	1 0	2 0	2 0	3 0	3 0	4 0	4 0	5 0	6 0	7 0	8 0
LEAVE Daventry ...	6 30	7 30	8 0	9 0	10 0	10 30	11 0	11 30	12 0	12 30	1 0	1 30	2 0	2 30	3 0	3 30	4 0	4 30	5 0	6 0
Dodford ...	6 45	7 45	8 0	9 15	10 0	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15	2 45	3 15	3 45	4 15	4 45	5 15	6 0
Weedon ...	6 50	7 50	8 0	9 20	10 0	10 50	11 20	11 50	12 20	12 50	1 20	1 50	2 20	2 50	3 20	3 50	4 20	4 50	5 20	6 0
Flore ...	7 05	8 05	8 15	9 25	10 0	10 55	11 25	11 55	12 25	12 55	1 25	1 55	2 25	2 55	3 25	3 55	4 25	4 55	5 25	6 0
Heyford ...	7 15	8 15	8 25	9 35	10 15	10 35	11 15	11 35	12 15	12 35	1 15	1 35	2 15	2 35	3 15	3 35	4 15	4 35	5 15	6 0
Kislingbury ...	8 15	9 25	9 45	10 25	10 45	11 25	11 45	12 25	12 45	1 25	1 45	2 25	2 45	3 25	3 45	4 25	4 45	5 25	6 05	7 0
Northampton ...	8 30	9 40	10 0	10 40	11 0	11 40	12 0	12 40	1 0	1 40	2 0	2 40	3 0	3 40	4 0	4 40	5 0	5 40	6 0	7 0

For Sunday Service see back page

Monday, Tuesday, Thursday and Friday.

	a.m.		a.m.		a.m.		noon		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
LEAVE Northampton ...	5 55	8 0	8 15	9 0	9 15	10 15	10 30	11 0	11 15	12 0	12 15	1 0	1 15	2 0	2 15	3 0	3 15	4 0	4 15	5 0	6 0	7 0
Kislingbury ...	6 10	8 15	8 30	9 15	9 30	10 30	10 45	11 15	11 30	12 15	12 30	1 15	1 30	2 15	2 30	3 15	3 30	4 15	4 30	5 15	6 0	7 0
Heyford ...	6 20	8 25	8 40	9 25	9 40	10 40	10 55	11 25	11 40	12 30	12 45	1 25	1 40	2 30	2 45	3 30	3 45	4 30	4 45	5 30	6 0	7 0
Flore ...	6 30	8 35	8 50	9 35	9 50	10 50	11 05	11 20	11 35	12 25	12 40	1 20	1 35	2 25	2 40	3 25	3 40	4 25	4 40	5 25	6 0	7 0
Weedon ...	6 35	8 40	9 0	9 40	10 0	10 40	11 0	11 40	12 0	12 40	1 0	1 40	2 0	2 40	3 0	3 40	4 0	4 40	5 0	6 0	7 0	8 0
Dodford ...	6 40	8 45	9 0	9 45	10 0	10 45	11 0	11 45	12 0	12 45	1 0	1 45	2 0	2 45	3 0	3 45	4 0	4 45	5 0	6 0	7 0	8 0
Daventry arrive 6 55	9 0	10 0	10 0	10 0	11 0	11 0	12 0	12 0	1 0	1 0	2 0	2 0	3 0	3 0	4 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0
LEAVE Daventry ...	6 30	7 30	8 0	9 0	10 0	10 30	11 0	11 30	12 0	12 30	1 0	1 30	2 0	2 30	3 0	3 30	4 0	4 30	5 0	6 0	7 0	8 0
Dodford ...	6 45	7 45	8 0	9 15	10 0	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15	2 45	3 15	3 45	4 15	4 45	5 15	6 0	7 0	8 0
Weedon ...	6 50	7 50	8 0	9 20	10 0	10 50	11 20	11 50	12 20	12 50	1 20	1 50	2 20	2 50	3 20	3 50	4 20	4 50	5 20	6 0	7 0	8 0
Flore ...	7 05	8 05	8 15	9 25	10 0	10 55	11 25	11 55	12 25	12 55	1 25	1 55	2 25	2 55	3 25	3 55	4 25	4 55	5 25	6 0	7 0	8 0
Heyford ...	7 15	8 15	8 25	9 35	10 15	10 35	11 15	11 35	12 15	12 35	1 15	1 35	2 15	2 35	3 15	3 35	4 15	4 35	5 15	6 0	7 0	8 0
Kislingbury ...	8 15	9 25	9 45	10 25	10 45	11 25	11 45	12 25	12 45	1 25	1 45	2 25	2 45	3 25	3 45	4 25	4 45	5 25	6 05	7 0	8 0	9 0
Northampton ...	8 30	9 40	10 0	10 40	11 0	11 40	12 0	12 40	1 0	1 40	2 0	2 40	3 0	3 40	4 0	4 40	5 0	5 40	6 0	7 0	8 0	9 0

May, 1926.

SERVICE No. 2

The Northampton Motor Omnibus Company, Limited.

BLUE OMNIBUS SERVICE between

NORTHAMPTON, BOZEAT, LAVENDON and HARROLD, And the INTERMEDIATE VILLAGES, DAILY UNTIL FURTHER NOTICE.

Passengers will be taken up and set down at GUILDHALL ROAD, Northampton.

LEAVE	SATURDAYS.		SATURDAYS.		SATURDAYS.		SATURDAYS.		SATURDAYS.		SATURDAYS.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Northampton ...	8 0	12 0	1 0	2 30	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 30
Little Houghton ...	8 15	11 15	1 15	2 45	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 45
Brafield ...	8 30	11 25	1 25	2 55	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 55
Denton ...	8 45	12 30	1 30	3 00	3 30	4 30	5 30	6 30	7 30	8 30	9 30	11 0
Yardley Hastings ...	8 55	12 40	1 40	2 40	3 10	4 40	5 40	6 40	7 40	8 40	9 40	11 10
Warrington Turn ...	9 5	11 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 40
Lavendon ...	9 15	11 0	3 0	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	12 40
Bozeat ...	9 30	12 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 0
Harrold ...	9 45	12 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 10
Harrold ...	9 5	12 0	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	12 30
Bozeat ...	9 20	12 5	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 5
Lavendon ...	9 30	12 15	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 15
Warrington Turn ...	9 40	12 25	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 25
Yardley Hastings ...	9 50	12 35	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50	12 35
Denton ...	9 55	12 40	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 40
Brafield ...	10 0	12 45	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	12 45
Little Houghton ...	10 10	12 55	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	12 55
Northampton ...	10 20	1 0	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 0

Mondays, Tuesdays, Thursdays, and Fridays.

LEAVE	WEDNESDAYS.		WEDNESDAYS.		WEDNESDAYS.		WEDNESDAYS.		WEDNESDAYS.		WEDNESDAYS.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Northampton ...	8 0	12 0	1 0	2 30	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 30
Little Houghton ...	8 15	11 15	1 15	2 45	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 45
Brafield ...	8 30	11 25	1 25	2 55	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 55
Denton ...	8 45	12 30	1 30	3 00	3 30	4 30	5 30	6 30	7 30	8 30	9 30	11 0
Yardley Hastings ...	8 55	12 40	1 40	2 40	3 10	4 40	5 40	6 40	7 40	8 40	9 40	11 10
Warrington Turn ...	9 5	11 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 40
Lavendon ...	9 15	11 0	3 0	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	12 40
Bozeat ...	9 30	12 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 0
Harrold ...	9 45	12 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 10
Harrold ...	9 5	12 0	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	12 30
Bozeat ...	9 20	12 5	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 5
Lavendon ...	9 30	12 15	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 15
Warrington Turn ...	9 40	12 25	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 25
Yardley Hastings ...	9 50	12 35	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50	12 35
Denton ...	9 55	12 40	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 40
Brafield ...	10 0	12 45	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	12 45
Little Houghton ...	10 10	12 55	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	12 55
Northampton ...	10 20	1 0	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 0

Whilst every endeavour will be made to maintain a Standard Service, the Company do not guarantee the running of any particular Bus, and accept no liability for loss, damage, injury or delay, sustained by any Passenger by reason of unpunctuality or failure to maintain services.

REDUCED FARES can be obtained for PARTIES on all Service Routes.

PRIVATE HIRE DEPARTMENT.—Charabancs, Double Deck and Single Deck Buses may be hired for small or large parties.

Further Particulars may be obtained at the Company's Office—Pike Lane, Marefair, Northampton. Phone 111

N.M.O.Co.Ltd. - NORTHAMPTON

All Previous Time Tables Cancelled.

SERVICE No. 3.

June, 1926

The Northampton Motor Omnibus Company, Limited.

BLUE OMNIBUS SERVICE between NORTHAMPTON,

LONG BUCKBY, WATFORD and WEST HADDON,

AND THE INTERMEDIATE VILLAGES,

DAILY UNTIL FURTHER NOTICE.

Passengers will be taken up and set down at St. Andrew's Road, Black Lion Hill, Northampton, and The Square, Long Buckby, and West Haddon.

LEAVE	Monday, Tuesday, Thursday & Friday				WEDNESDAYS.												SUNDAYS.							
	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
Northampton	9 0	—	2 15	6 15	8 0	8 30	11 0	11 45	2 0	3 0	5 30	6 15	8 0	9 0	—	2 0	3 0	5 0	6 30	7 45	9 0	—	—	
Dallington	9 5	—	2 20	6 20	8 5	8 35	11 5	11 50	2 5	3 5	5 35	6 20	8 5	9 5	—	2 5	3 5	5 5	6 35	7 50	9 5	—	—	
New Duston	9 15	—	2 30	6 30	8 15	8 45	11 15	12 0	2 15	3 15	5 45	6 30	8 15	9 15	—	2 15	3 15	5 15	6 45	8 0	9 15	—	—	
Harlestone	9 20	—	2 35	6 35	8 20	8 50	11 20	12 5	2 20	3 20	5 50	6 35	8 20	9 20	—	2 20	3 20	5 20	6 50	8 5	9 20	—	—	
Althorp Park	9 30	—	2 45	6 45	8 30	9 0	11 30	12 15	2 30	3 30	6 0	6 45	8 30	9 30	—	2 30	3 30	5 30	7 0	8 15	9 30	—	—	
East Haddon	9 40	—	2 55	6 55	8 40	9 10	11 40	12 25	2 40	3 40	6 10	6 55	8 40	9 40	—	2 40	3 40	5 40	7 10	8 25	9 40	—	—	
"Why Not"	9 45	—	3 0	7 0	8 45	9 15	11 45	12 30	2 45	3 45	6 15	7 0	8 45	9 45	—	2 45	3 45	5 45	7 15	8 30	9 45	—	—	
Long Buckby	9 50	—	3 5	7 5	8 50	9 20	11 50	—	2 50	3 50	—	7 5	—	9 50	—	2 50	3 50	5 50	7 20	8 35	9 50	—	—	
Watford	10 0	—	3 15	7 15	9 0	—	12 0	—	3 0	4 0	—	7 15	—	10 0	—	—	4 0	6 0	7 30	8 45	—	—	—	
West Haddon	10 10	—	3 25	7 25	9 10	—	12 10	12 40	3 10	4 10	6 25	7 25	8 55	10 10	—	3 10	4 10	6 10	7 40	8 55	—	—	—	
LEAVE	a.m.	a.m.	p.m.	p.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.	p.m.	p.m.	p.m.	p.m.	p.m.	
West Haddon	10 30	—	3 30	7 30	9 15	—	12 40	12 45	3 30	4 30	6 30	7 30	9 0	10 15	—	3 10	4 40	6 30	7 45	9 0	—	—	—	
Watford	—	—	—	—	—	—	—	12 55	—	4 40	6 40	—	9 10	—	—	3 20	—	6 40	7 55	—	—	—	—	
Long Buckby	10 50	—	3 50	7 50	—	9 45	—	1 5	—	4 50	6 50	—	9 20	—	—	3 30	5 0	6 50	8 5	9 20	9 50	—	—	
"Why Not"	10 55	—	3 55	7 55	9 25	9 50	12 50	1 10	3 40	4 55	6 55	7 40	9 25	10 25	—	3 35	5 5	6 55	8 10	9 25	9 55	—	—	
East Haddon	11 0	—	4 0	8 0	9 30	9 55	12 55	1 15	3 45	5 0	7 0	7 45	9 30	10 30	—	3 40	5 10	7 0	8 15	9 30	10 0	—	—	
Althorp Park	11 10	—	4 10	8 10	9 40	10 5	1 5	1 25	3 55	5 10	7 10	7 55	9 40	10 40	—	3 50	5 20	7 10	8 25	9 40	10 10	—	—	
Harlestone	11 20	—	4 20	8 20	9 50	10 15	1 15	1 35	4 5	5 20	7 20	8 5	9 50	10 50	—	4 0	5 30	7 20	8 35	9 50	10 20	—	—	
New Duston	11 25	—	4 25	8 25	9 55	10 20	1 20	1 40	4 10	5 25	7 25	8 10	9 55	10 55	—	4 5	5 35	7 25	8 40	9 55	10 25	—	—	
Dallington	11 35	—	4 35	8 35	10 5	10 30	1 30	1 50	4 20	5 35	7 35	8 20	10 5	11 5	—	4 15	5 45	7 35	8 50	10 5	10 35	—	—	
Northampton	11 40	—	4 40	8 40	10 10	10 35	1 35	1 55	4 25	5 40	7 40	8 25	10 10	11 10	—	4 20	5 50	7 40	8 55	10 10	10 40	—	—	

LEAVE	SATURDAYS.															
	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.	p.m.
Northampton ...	8 0	8 30	9 30	11 0	11 45	12 30	2 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0
Dallington ...	8 5	8 35	9 35	11 5	11 50	12 35	2 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5
New Duston ...	8 15	8 45	9 45	11 15	12 0	12 45	2 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15
Harlestone ...	8 20	8 50	9 50	11 20	12 5	12 50	2 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20
Althorp Park ...	8 30	9 0	10 0	11 30	12 15	1 0	2 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30
East Haddon ...	8 40	9 10	10 10	11 40	12 25	1 10	2 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40
"Why Not" ...	8 45	9 15	10 15	11 45	12 30	1 15	2 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45
Long Buckby ...	8 50	9 20	10 20	11 50	12 35	—	2 50	—	3 50	—	5 50	6 50	—	8 50	9 50	10 50
Watford ...	9 0	—	—	12 0	—	—	3 0	—	—	—	—	7 0	—	—	10 0	—
West Haddon ...	9 10	—	—	12 10	—	1 25	3 10	2 55	—	4 55	—	7 10	7 55	—	10 10	—
LEAVE	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.	p.m.
West Haddon ...	9 15	—	—	12 40	—	1 45	3 30	—	5 15	—	7 15	8 0	—	10 15	—	—
Watford ...	—	—	—	—	—	1 55	—	—	5 25	—	—	8 10	—	10 25	—	—
Long Buckby ...	—	9 45	11 5	—	1 5	2 5	—	4 0	5 35	6 0	—	8 20	9 0	10 35	10 50	—
"Why Not" ...	9 25	9 50	11 10	12 50	1 10	2 10	3 40	4 5	5 40	6 5	7 25	8 25	9 5	10 40	10 55	—
East Haddon ...	9 30	9 55	11 15	12 55	1 15	2 15	3 45	4 10	5 45	6 10	7 30	8 30	9 10	10 45	11 0	—
Althorp Park ...	9 40	10 5	11 25	1 5	1 25	2 25	3 55	4 20	5 55	6 20	7 40	8 40	9 20	10 55	11 10	—
Harlestone ...	9 50	10 15	11 35	1 15	1 35	2 35	4 5	4 30	6 5	6 30	7 50	8 50	9 30	11 5	11 20	—
New Duston ...	9 55	10 20	11 40	1 20	1 40	2 40	4 10	4 35	6 10	6 35	7 55	8 55	9 35	11 10	11 25	—
Dallington ...	10 5	10 30	11 50	1 30	1 50	2 50	4 20	4 45	6 20	6 45	8 5	9 5	9 45	11 20	11 35	—
Northampton ...	10 10	10 35	11 55	1 35	1 55	2 55	4 25	4 50	6 25	6 50	8 10	9 10	9 50	11 25	11 40	—

Whilst every endeavour will be made to maintain a Standard Service, the Company do not guarantee the running of any particular Bus, and accept no liability for loss, damage, injury or delay sustained by any Passenger by reason of unpunctuality or failure to maintain services.

Private Hire Department.

Charabancs, Double Deck and Single Deck Buses
may be hired for Small or Large Parties.

REDUCED FARES can be obtained for PARTIES on all SERVICE ROUTES.

Further particulars may be obtained at the Company's Office :— **PIKE LANE, MAREFAIR, NORTHAMPTON (Phone 111).**

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 30

N.M.O.Co.Ltd. - NORTHAMPTON

All Previous Time Tables Cancelled.

SERVICE No. 4.

APRIL, 1926

The Northampton Motor Omnibus Company, Limited.

BLUE OMNIBUS SERVICE BETWEEN

NORTHAMPTON and STONY STRATFORD,

AND THE INTERMEDIATE VILLAGES,

DAILY UNTIL FURTHER NOTICE.

Passengers will be taken up and set down at GUILDHALL ROAD, Northampton, and the COCK HOTEL, Stony Stratford.

		SATURDAY																			
		a.m.					noon					p.m.					p.m.				
LEAVE		a.m.	a.m.	a.m.	a.m.	a.m.	noon	noon	noon	noon	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Northampton	7 0	8 0	8 30	9 0	9 30	11 15	12 0	12 15	12 30	12 45	2 0	2 15	2 30	2 45	3 0	3 15	4 30	4 45	5 0	5 15	5 30
Wootton	7 15	8 15	8 45	9 15	9 45	11 30	12 15	12 30	12 45	1 0	1 15	2 30	2 45	3 0	3 15	3 30	4 45	5 0	5 15	5 30	5 45
Collingtree Trn.	7 30	8 30	9 0	9 30	10 0	11 45	12 30	12 45	1 0	1 15	2 30	2 45	3 0	3 15	3 30	3 45	5 0	5 15	5 30	5 45	6 0
Courtenhall	7 45	8 45	9 15	9 45	10 15	12 0	12 15	12 30	12 45	1 0	1 15	2 30	2 45	3 0	3 15	3 30	4 45	5 0	5 15	5 30	5 45
Roads	7 30	8 30	9 0	9 30	10 0	11 45	12 30	12 45	1 0	1 15	2 30	2 45	3 0	3 15	3 30	3 45	5 0	5 15	5 30	5 45	6 0
Stoke Bruerne	7 35	8 35	9 0	9 30	10 0	11 50	12 35	12 50	1 0	1 15	2 35	2 50	3 0	3 15	3 30	3 45	5 0	5 15	5 30	5 45	6 0
Alderton Turn	7 40	8 40	9 10	9 40	10 10	11 55	12 40	12 55	1 0	1 15	2 40	2 55	3 0	3 15	3 30	3 45	5 0	5 15	5 30	5 45	6 0
Grafton Regis	7 45	8 45	9 15	9 45	10 15	12 0	12 15	12 30	12 45	1 0	1 15	2 45	3 0	3 15	3 30	3 45	5 0	5 15	5 30	5 45	6 0
Yardley Gobion	7 50	8 50	9 20	9 50	10 20	12 0	12 15	12 30	12 45	1 0	1 15	2 50	3 0	3 15	3 30	3 45	5 0	5 15	5 30	5 45	6 0
Potterspury	8 0	9 0	9 30	10 0	10 30	12 15	12 30	12 45	1 0	1 15	3 0	3 15	3 30	3 45	4 0	4 15	5 30	5 45	6 0	6 15	6 30
Old Stratford	8 10	9 10	9 40	10 10	10 40	12 25	12 40	12 55	1 0	1 15	3 10	3 25	3 40	3 55	4 10	4 25	5 40	5 55	6 10	6 25	6 40
Stony Stratford	8 15	9 15	9 45	10 15	10 45	12 30	12 45	1 0	1 15	3 15	3 30	3 45	4 0	4 15	4 30	4 45	6 0	6 15	6 30	6 45	7 0
LEAVE		a.m.	a.m.	a.m.	a.m.	a.m.	noon	noon	noon	noon	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Stony Stratford	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30
Old Stratford	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35	10 35
Potterspury	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40	10 40
Yardley Gobion	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45	10 45
Grafton Regis	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50
Alderton Turn	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55	10 55
Stoke Bruerne	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0
Wootton	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05	11 05
Northampton	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10

Whilst every endeavour will be made to maintain a Standard Service, the Company do not guarantee the running of any particular Bus, and accept no liability for loss, damage, injury or delay, sustained by any Passenger by reason of unpunctuality or failure to maintain services.

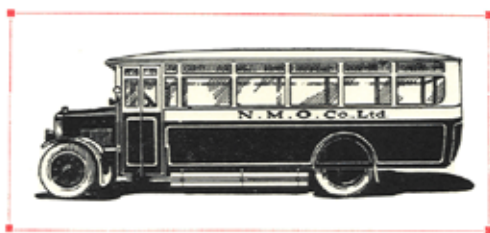
REDUCED FARES can be obtained for Parties on all Service Routes. PRIVATE HIRE DEPARTMENT.—Charabancs, Double Deck and Single Deck Buses may be hired for small or large parties.

DR. TO THE

NORTHAMPTON MOTOR OMNIBUS CO., LTD.,

Public Service
Vehicle Proprietors.

TELEPHONE NO.
111



Saloon Buses
for Private Hire.

"CASE"

A reduced facsimile of
a Northampton Motor
Omnibus Company
invoice as used in the
1920s.

PIKE LANE, MAREFAIR, NORTHAMPTON.

N.M.O.Co.Ltd. - NORTHAMPTON

June, 1926.

SERVICE No. 5.

The NORTHAMPTON MOTOR OMNIBUS COMPANY, Limited.

BLUE OMNIBUS SERVICE between

NORTHAMPTON, BRIXWORTH, SCALDWELL, LAMPOR and MARKET HARBOROUGH,

AND THE INTERMEDIATE VILLAGES,

DAILY UNTIL FURTHER NOTICE.

BUSES will START from REGENT SQUARE, NORTHAMPTON, and THE SQUARE, MARKET HARBOROUGH.

LEAVE	MONDAY, TUESDAY, THURSDAY and FRIDAY.		WEDNESDAYS AND SATURDAYS.		SUNDAYS.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Northampton	7 0	4 30	7 0	4 30	7 0	4 30
Boughton Turn ...	7 12	4 42	7 12	4 42	7 12	4 42
Pitsford	7 20	*12 25	7 20	*12 25	7 20	*12 25
Brixworth	7 30	12 35	7 30	12 35	7 30	12 35
Scaldwell	7 35	*12 45	7 35	*12 45	7 35	*12 45
Lampor	7 40	12 55	7 40	12 55	7 40	12 55
Maldwell	—	—	—	—	—	—
Hazelbeach Turn	—	—	—	—	—	—
Kelmarsh	—	—	—	—	—	—
Great Oxendon ...	—	—	—	—	—	—
Market Harboro'	—	—	—	—	—	—
LEAVE	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Market Harboro'	9 0	—	9 0	—	9 0	—
Great Oxendon ...	9 15	—	9 15	—	9 15	—
Kelmarsh	9 25	—	9 25	—	9 25	—
Hazelbeach Turn	9 30	—	9 30	—	9 30	—
Maldwell	9 35	—	9 35	—	9 35	—
Lampor	—	1 15	—	1 15	—	1 15
Scaldwell	—	*1 25	—	*1 25	—	*1 25
Brixworth	8 0	1 35	8 0	1 35	8 0	1 35
Pitsford	*8 10	*1 45	*8 10	*1 45	*8 10	*1 45
Boughton Turn ...	8 23	1 58	8 23	1 58	8 23	1 58
Northampton a.t.	8 35	2 10	8 35	2 10	8 35	2 10

* Calls at Pitsford Village.
 † Calls at Scaldwell Village.
 ‡ Pitsford, Wednesdays only.
On THURSDAYS a LATE BUS will LEAVE REGENT SQUARE for BRIXWORTH and PITSFORD at 9 p.m., and RETURN FROM BRIXWORTH at 9.45 p.m.
 Whilst every endeavour will be made to maintain a Standard Service, the Company do not guarantee the running of any particular Bus, and accept no liability for loss, damage, injury or delay, sustained by any Passenger by reason of unpunctuality or failure to maintain services.
PRIVATE HIRE DEPARTMENT.—Charabancs, Double Deck and Single Deck Buses may be hired for Small or Large Parties.
Reduced Fares can be obtained for Parties on all Service Routes.
 Further Particulars may be obtained at the Company's Office—PIKE LANE, MAREFAIR, NORTHAMPTON. Telephone 111.

Service No. 6.

The Northampton Motor Omnibus Company, Limited.

BLUE OMNIBUS SERVICE between

Northampton, Welford and Guilsborough,

And the INTERMEDIATE VILLAGES,

DAILY UNTIL FURTHER NOTICE.

BUSES will START from REGENT SQUARE, Northampton.

LEAVE	Mon., Tues., Thurs. and Fri.		Wednesdays and Saturdays.		Sundays.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Northampton	8 0	11 0	8 30	10 20	8 0	10 20
Chapel Brampton	8 15	11 15	8 45	10 35	8 15	10 35
Spratton	8 25	11 25	8 55	10 45	8 25	10 45
Creaton	8 30	11 30	9 0	10 50	8 30	10 50
Hollowell	8 35	11 35	9 5	10 55	8 35	10 55
Guilsborough	8 40	11 40	9 10	11 0	8 40	11 0
Guilsboro' Turn	8 50	11 50	9 15	11 5	8 50	11 5
Thornby	8 55	11 55	9 20	11 10	8 55	11 10
Cold Ashby Turn	9 0	12 0	9 25	12 10	9 0	12 10
Naseby	9 0	12 0	9 30	12 15	9 0	12 15
Welford	9 15	12 20	9 35	12 25	9 15	12 25
Welford	9 15	12 20	9 35	12 25	9 15	12 25
Naseby	9 0	12 0	9 30	12 15	9 0	12 15
Cold Ashby Turn	9 0	12 0	9 30	12 15	9 0	12 15
Thornby	9 0	12 0	9 30	12 15	9 0	12 15
Guilsboro' Turn	9 10	12 10	9 40	12 20	9 10	12 20
Guilsborough	9 15	12 15	9 45	12 25	9 15	12 25
Hollowell	9 20	12 20	9 50	12 30	9 20	12 30
Creaton	9 25	12 25	9 55	12 35	9 25	12 35
Spratton	9 30	12 30	10 0	12 40	9 30	12 40
Chapel Brampton	9 35	12 35	10 05	12 45	9 35	12 45
Northampton	9 50	12 50	10 20	13 0	9 50	13 0

† Will Run through to Cold Ashby and Naseby if required. * Calls at Cold Ashby Village.

Whilst every endeavour will be made to maintain a Standard Service, the Company do not guarantee the running of any particular Bus, and accept no liability for loss, damage, injury or delay, sustained by any Passenger by reason of unpunctuality or failure to maintain services.

REDUCED FARES can be obtained for Parties on all Service Routes.

Private Hire Department.—Charabanes, Double Deck and Single Deck Buses may be hired for small or large parties.

All PASSENGERS travelling on the Company's BLUE BUSES are INSURED against Accidents.

Further particulars may be obtained at the Company's Office—Pike Lane, Marefair, Northampton. Phone 111.

N.M.O.Co.Ltd. - NORTHAMPTON

Long Buckby, Watford, WELTON & DAVENTRY,

And the INTERMEDIATE VILLAGES on

Wednesdays, Saturdays & Sundays,

Until further notice.

	Wednesday		Saturday		Sunday	
	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.
Long Buckby...	—	—	8 20	6 50	—	—
Watford ...	—	—	8 30	7 0	—	—
Welton Station	—	—	8 35	7 5	—	—
Welton ...	10 15	7 15	8 40	7 10	3 15	8 0
Daventry ...	10 25	7 25	8 50	7 20	3 25	8 10
	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.
Daventry ...	10 0	7 0	9 0	8 0	3 0	7 45
Welton ...	10 10	7 10	9 10	8 10	3 10	7 55
Welton Station	—	—	9 15	8 15	—	—
Watford ...	—	—	9 20	8 20	—	—
Long Buckby...	—	—	9 30	8 30	—	—

Whilst every endeavour will be made to maintain a Standard Service, the Company do not guarantee the running of any particular Bus, and accept no liability for loss, damage, injury or delay sustained by any passenger by reason of unpunctuality or failure to maintain services

Private Hire Department — CHARABANCS, DOUBLE DECK AND SINGLE DECK BUSES may be Hired for Small or Large Parties.

Reduced Fares can be obtained for Parties on all Service Routes.

Further particulars may be obtained at the Company's Office—

Pike Lane, Marefair, Northampton.

Phone 111.

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 34

N.M.O.Co.Ltd. - NORTHAMPTON

All Previous Time Tables Cancelled.

Service No. 8.

JULY, 1926.

The Northampton Motor Omnibus Company, Limited.

BLUE OMNIBUS SERVICE between NORTHAMPTON,
BUGBROOKE, LOWER HEYFORD and BADBY.

And the INTERMEDIATE VILLAGES,

DAILY UNTIL FURTHER NOTICE.

BUSES will START from St. Andrew's Road, Black Lion Hill, Northampton.

WEDNESDAYS AND SATURDAYS.

LEAVE	a.m.	a.m.	a.m.	a.m.	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.
Northampton...	7 30	8 0	9 0	10 0	11 0	11 45	12 15	1 0	2 0	2 30	3 0	4 0	5 0	5 30	6 15	7 0	8 0	9 0
Kislingbury ...	7 50	8 20	9 20	10 20	11 20	12 5	12 35	1 20	2 20	2 50	3 20	4 20	5 20	5 50	6 35	7 20	8 20	9 20
Bugbrooke ...	8 0	8 30	9 30	10 30	11 30	12 15	12 45	1 30	2 30	3 0	3 30	4 30	5 30	—	6 45	7 30	8 30	9 30
Lower Heyford ...	8 8	8 38	9 38	10 38	11 38	—	12 53	1 38	2 38	3 8	3 38	—	5 38	—	6 53	7 38	8 38	9 38
Stowe IX. Churches ...	—	—	9 48	—	—	—	—	1 48	—	—	3 48	—	—	—	—	7 43	—	9 48
Stowe Hill ...	8 15	—	—	—	11 45	—	—	—	—	3 15	—	—	—	—	7 0	—	—	10 45
Lower Weedon ...	8 18	—	—	—	11 48	—	—	—	—	3 18	—	—	—	—	7 3	—	—	10 48
Upper Weedon ...	8 23	—	—	—	11 53	—	—	—	—	3 23	—	—	—	—	7 8	—	—	10 53
Everdon ...	8 35	—	—	—	12 5	—	—	—	—	3 35	—	—	—	—	7 20	—	—	11 5
Newnham ...	8 48	—	—	—	12 18	—	—	—	—	3 48	—	—	—	—	7 33	—	—	—
Badby ...	9 0	—	—	—	12 30	—	—	—	—	4 0	—	—	—	—	7 45	—	—	—

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.	p.m.	p.m.	p.m.		
Badby ...	—	—	9 0	—	—	—	12 30	—	—	—	—	4 0	—	—	—	7 45	—	—		
Newnham ...	—	—	9 12	—	—	—	12 42	—	—	—	—	4 12	—	—	—	7 57	—	—		
Everdon ...	—	—	9 25	—	—	—	12 55	—	—	—	—	4 25	—	—	—	8 10	—	—		
Upper Weedon ...	—	—	9 37	—	—	—	1 7	—	—	—	—	4 37	—	—	—	8 22	—	11 5		
Lower Weedon ...	7 50	—	9 42	—	—	—	1 12	—	—	—	—	4 37	—	—	—	8 22	—	11 17		
Stowe Hill ...	7 53	—	9 45	—	—	—	1 15	—	—	—	—	4 42	—	—	—	8 27	—	11 22		
Stowe IX. Churches ...	—	—	10 0	—	—	—	—	1 50	—	—	3 50	—	—	—	—	8 30	—	11 25		
Lower Heyford ...	8 0	9 0	9 52	10 10	11 0	—	1 0	1 22	2 0	2 52	4 0	—	4 52	—	5 45	7 50	8 37	8 45	10 0	11 32
Bugbrooke ...	8 8	9 8	10 0	10 18	11 8	12 15	1 8	1 30	2 8	3 0	4 8	4 30	5 0	—	5 53	7 58	8 45	8 53	10 8	11 40
Kislingbury ...	8 18	9 18	10 10	10 28	11 18	12 25	1 18	1 40	2 18	3 10	4 18	4 40	5 10	5 50	6 38	8 8	8 55	9 3	10 18	11 50
Northampton arr.	8 38	9 38	10 30	10 48	11 38	12 45	1 38	2 0	2 38	3 30	4 38	5 0	5 30	6 10	6 23	8 28	9 15	9 23	10 38	12 10

S. Saturdays Only * Upper Stowe only

Monday, Tuesday, Thursday,
and Friday.

LEAVE	a.m.	noon	p.m.	p.m.	p.m.
Northampton	9 0	12 0	2 15	4 30	6 0
Kislingbury	9 20	12 20	2 35	4 50	6 20
Bugbrooke	9 30	12 30	2 45	5 0	6 30
Lower Heyford	9 38	12 38	2 53	5 8	6 38
Stowe IX. Churches	—	—	—	—	—
Stowe Hill	—	—	3 15	—	—
Lower Weedon	—	—	3 28	—	—
Upper Weedon	—	—	3 38	—	—
Everdon	—	—	3 50	—	—
Newnham	—	—	4 0	—	—
Badby	—	—	4 15	—	—

LEAVE	a.m.	a.m.	p.m.	p.m.	p.m.
Badby	—	—	8 0	—	—
Newnham	—	—	8 12	—	—
Everdon	—	—	8 25	—	—
Upper Weedon	—	—	8 35	—	—
Lower Weedon	7 50	—	8 45	—	—
Stowe Hill	7 53	—	8 55	—	—
Stowe IX. Churches	—	—	—	—	—
Lower Heyford	8 0	10 12	1 12	5 12	6 42
Bugbrooke	8 8	10 20	1 20	5 20	6 50
Kislingbury	8 18	10 30	1 30	5 30	7 0
Northampton arr.	8 38	10 50	1 50	5 50	7 20

SUNDAYS.

a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
10 0	2 15	3 0	5 0	6 15	7 0	7 30	8 45
10 20	2 35	3 20	5 20	6 35	7 20	7 50	9 5
10 30	2 45	3 30	5 30	6 45	7 30	8 0	9 15
10 38	2 53	3 38	—	6 53	7 38	8 8	9 45
10 48	—	3 48	—	—	7 48	—	—
—	3 0	—	—	—	7 0	—	—
—	3 3	—	—	—	7 3	—	—
—	3 8	—	—	—	7 8	—	—
—	3 20	—	—	—	7 20	—	—
—	3 33	—	—	—	7 33	—	—
—	3 45	—	—	—	7 45	—	—

p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
4 15	—	—	—	—	8 0	—	—
4 27	—	—	—	—	8 12	—	—
4 40	—	—	—	—	8 25	—	—
4 52	—	—	—	—	8 37	—	—
4 57	—	—	—	—	8 42	—	—
5 0	—	—	—	—	8 45	—	—
1 32	4 40	—	—	7 50	—	—	—
1 42	4 50	5 7	—	8 0	8 30	8 52	—
1 50	4 58	5 15	6 0	8 8	8 38	9 0	9 30
2 0	5 8	5 25	6 10	8 18	8 48	9 10	9 40
2 20	5 28	5 45	6 30	8 38	9 8	9 30	10 0

Th. THURSDAYS ONLY

Whilst every endeavour will be made to maintain a Standard Service, the Company do not guarantee the running of any particular Bus, and accept no liability for loss, damage, injury or delay, sustained by any Passenger by reason of unpunctuality or failure to maintain services.

Private Hire Department.

Charabancs, Double Deck and Single Deck Buses may be Hired for Small or Large Parties.

REDUCED FARES can be obtained for PARTIES on all SERVICE ROUTES.

Further Particulars may be obtained at the Company's Office—

Pike Lane, Marefair, Northampton. Telephone 111

Bygone Buses

of
NORTHAMPTONSHIRE

NN-NO2

Page 35

N.M.O.Co.Ltd. - NORTHAMPTON

SERVICE No. 9 (PROVISIONAL).

NORTHAMPTON MOTOR OMNIBUS CO., LTD.

Blue Omnibus Service between NORTHAMPTON

DUSTON & BERRYWOOD,

Daily until further notice.

Buses will start from the Garage, Horsemarket, Northampton (where a WAITING ROOM is provided for the convenience of Passengers), and "Squirrels," Old Duston.

MONDAYS, TUESDAYS, WEDNESDAYS, THURSDAYS, FRIDAYS & SATURDAYS.

LEAVE HORSEMARKET, NORTHAMPTON.

a.m.	p.m.	p.m.	p.m.
6.30	12.0	4.0	8.0
8.0	12.30	4.30	8.30
8.15	12.45	5.0	9.0
8.30	1.0	5.30	9.30
8.45	1.15	5.45	10.0
9.0	1.30	6.0	10.30
9.15	2.0	6.15	11.0
9.30	2.30	6.30	
10.0	3.0	7.0	
10.30	3.30	7.30	
11.0			
11.30			

LEAVE "SQUIRRELS," DUSTON.

a.m.	p.m.	p.m.	p.m.
6.50	12.0	4.0	8.0
7.15	12.30	4.30	8.30
8.15	12.45	5.0	9.0
8.30	1.0	5.30	9.30
8.45	1.15	5.45	10.0
9.0	1.30	6.0	10.30
9.15	2.0	6.15	10.45
9.30	2.30	6.30	11.15
10.0	3.0	7.0	
10.30	3.30	7.30	
11.0			
11.30			

SUNDAYS.

LEAVE HORSEMARKET, NORTHAMPTON.

a.m.	p.m.	p.m.	p.m.
8.30	2.30	6.30	9.30
10.0	3.0	7.0	10.0
11.0	3.30	7.30	10.30
12.0	4.0	8.0	
p.m.			
12.30	4.30	8.30	
1.0	5.0	8.45	
1.30	5.30	9.0	
2.0	6.0		

LEAVE "SQUIRRELS," DUSTON.

a.m.	p.m.	p.m.	p.m.
9.15	3.0	7.0	10.0
10.30	3.30	7.30	10.30
11.30	4.0	8.0	10.45
p.m.			
12.30	4.30	8.30	
1.0	5.0	8.45	
1.30	5.30	9.0	
2.0	6.0	9.30	
2.30	6.30		

WEDNESDAY'S and SATURDAY'S Last Bus leaves Garage at 11 p.m., and the "Squirrels," Duston, at 11.15 p.m.

ADDITIONAL BUSES on SATURDAYS, from 9 a.m. to 9 p.m. A QUARTER-HOUR SERVICE will be run.

BOOKS of 6 RETURN TICKETS can be obtained at a Reduced Rate.

All Passengers travelling on the Company's Blue Buses are insured against Accidents.

Further Particulars can be obtained at the Company's Office:—

(Telephone 111).

PIKE LANE, MAREFAIR, NORTHAMPTON

And Finally, a facsimile of a Northampton Motor Omnibus Company advertisement for new Service 9 - Northampton to Duston and Berrywood starting in January 1927.

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
6	BD 2484	Daimler	W	3601		O34R		7/14	-	-/28	-		1
	?	Belsize				"		c4/15	-		-		
	NH 1694	Chase			Brush	B27R		c5/15	-	By -/20	-		2
	NH 2498	Daimler				1-B12D? 2-O32R		-/15? c-/23	-	c-/23 by 12/24	-	No further owner	3
2	BD 2829	"	W	3444		O32R		1/20	-	12/24	-	No further owner	
3	NH 1693	"	W			"		-/20	-	-/28	-		
5	NH 1694	"	B			"		-/20	-	-/28	-		
	NH 1833	Maudslay				B32		-/20	-	by 12/24	-		4
4	NH 1857	Clydesdale	OB			Ch32		-/20	-	-/28	-	No further owner	
	NH 2126	Vulcan			London Lorries	B14F		-/20	-	by 12/24	-	No further owner	
	NH 2145	Daimler			Brush	26		-/20	-	by 12/24	-		5
7	NH 2517	"	W			O32R		-/21	-	-/28	-		
1	NH 2571	"	B			"		-/21	-	-/28	-		
8	NH 2719	"	W			"		-/21	-	-/28	-	No further owner	
17	NH2720	"	B		Cremmen	B32		-/21	-	-/28	-		
18	NH 2853	"	CD			B32		by 6/21	-	-/28	-	No further owner	
11	NH 2928	"	W			O32R		-/21	-	-/28	-		
34	NH 3172	"	CB		Strachan & Brown	B26		-/21	-	-/28	-		

NOTES:- General - Some of the buses shown as being new in 1920/1 may have been a year or two older.

- 1 - BD 2484 last owned by Crowson, Walpole St.Andrew and last licensed 12/32.
- 2 - The registration NH 1694 was transferred to an acquired Daimler B chassis -/20.
- 3 - NH 2498 was rebodied O32R c-/23.
- 4 - NH 1833 last owned by A Wallis, Aylestone (as a lorry) and last licensed 11/37.
- 5 - NH 2145 last owned by J Hughes, Deiniolen, Caernarvon.

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of
NORTHAMPTONSHIRE

N.M.O.Co. Ltd. - NORTHAMPTON

NN-NO2
Page 37

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
14	NH4091	Daimler	Y			O32R		-/22	-	-/28	-		1
12	NH 4092	"	B		Billington	B32		-/22	-	-/28	-		
24	NH 4248	"	B			O32R		-/22	-	-/28	-		
23	NH 4249	Daimler	Y			O32R		-/22	-	c -/27	-		2
25	NH 4447	"	Y			"		-/23	-	-/28	-	No further owner	
26	NH 4519	"	Y			"		-/23	-	c -/27	-		
27	XB 9885	"	B	2966	Strachan & Brown	B40D		7/20	-/23?	-/28			
28	NH 4819	"	Y	1815	Strachan & Brown	"		3/23	-	6/28	-	United Counties (116)	3
	NH 4822?	Maxwell			London Lorries	B14F		-/23	-	by12/24	-		
29	XB 8005	Daimler	Y			O32R		-/20	-/23?	c -/27			
30	NH 5042	"	Y		Billington	B32		-/23	-	c -/27	-		
31	NH 5423	"	Y	5328	Strachan & Brown	B40D		3/24	-	6/28	-	United Counties (120)	
32	NH 5618	"	Y	4544	Strachan & Brown	B40D		-/24	-	6/28	-	United Counties (119)	
33	NH 5915	Vulcan	2T	3587	Strachan & Brown	B26		12/24	-	-/28	-		4
35	NH 6327	Daimler	Y		Grose	B32		6/25	-	6/28	-	United Counties (118)	
36	XF 9423	"	Y	25306	"	B32		-/21	-/25?	6/28	-	United Counties (117)	
20	NH 6419	Chevrolet	T		London Lorries	B14		-/25	-	-/28	-		5
15	NH 6506	"	T		Grose	B14F		-/25	-	-/28	-	H Phillips, L Buckby	

- NOTES:-** 1 - NH 4091 last owned by Vivian, Brixworth (as a lorry) and last licensed 11/33.
2 - NH 4249 last owned by H Buckby, Burnley and last licensed 11/37.
3 - NH 4819 seating capacity recorded as 40 by N.M.O.Co; as 44 by Commercial Motor 10/4/23 and as 45 by Northampton Independent 24/3/23.
4 - Registration also quoted as NH 5315.
5 - NH 6419 last owned by H Fowler, Bletchley and last licensed 12/38.

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of
NORTHAMPTONSHIRE

N.M.O. Co. Ltd. - NORTHAMPTON

NN-NO2
Page 38

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
37	NH 6507	Graham Bros	LB	1457	Grose	B20F		-/25	-	-/28	-		1
38	XK 7356	Daimler	CB		Grose	B26D		-/22	-/25?	-/28			
22	NH 6589	Chevrolet	T		London Lorries	B14		-/25	-	-/28	-		2
21	NH 6667	"	T		London Lorries	B14		-/26	-	-/28	-		3
9	NH 7383	Berliet	YMB		Grose	B18D		-/27	-	-/28	-		
4	NH 7395	Graham Bros	LB		"	B20		-/27	-	-/28	-		4
10	NH 7411	Graham Bros	LB		"	B20		-/27	-	-/28	-		5

NOTES:- 1 - NH 6507 last owned by D Chapman, Hartwell and last licensed 12/31.
 2 - NH 6589 last owned by A Jeffs, Kisingbury and last licensed 12/39.
 3 - NH 6667 last owned by H York & Sons, Kettering and last licensed 11/33.
 4 - NH 7395 last owned by W Wallis, Shearsby and last licensed 11/36.
 5 - NH 7411 last owned by E Arrowsmith, Denton and last licensed 11/38.