

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1

Page 1

## **NIGHTINGALE. William Alfred & Sons t/a Wheatsheaf Motor Coach Service & later Midland Motorways 6 Princess Street, NORTHAMPTON & later 49A Abington Street, NORTHAMPTON**

The principal characters concerned with this paper were William Alfred Nightingale and his two sons Francis and Walter. William Alfred Nightingale was born at Pattishall in 1872 and in due course he became a job master in that village and subsequently at nearby Foster's Booth and Towcester. His wife, Sarah Ann, hailed from Cold Higham and the couple's two sons, Francis and Walter, were born in 1894 and 1895 respectively. Francis Nightingale served in the Northamptonshire Yeomanry in India during the first World War and is said to have been the driving force behind the Nightingale family's incursion into bus and coach operation in the 1920s.

As far as it is known, Francis Nightingale upon being demobilised at the end of 1919, opened a tobacconist's shop in Wellingborough Road, Northampton but, additionally, in May 1920 joined with his father and brother in a transport enterprise trading as W A Nightingale & Sons and based on the Wheatsheaf Hotel at Towcester which William Nightingale is understood to have kept at this time.

The first known motor vehicles run by the Nightingale's were a 17cwt Dodge registered NH 2539 in February 1920 and a Ford T van registered OB 1500 in May 1920. Whether either were used for the conveyance of passengers is questionable. Later press reports concerning the life of Francis Nightingale suggest that a passenger service running from Towcester, Wheatsheaf Hotel to Northampton, St. John's Street via Blisworth and Milton commenced on Saturday 1st January 1921. This is probably correct as William Nightingale applied to Northampton Watch Committee for a licence for such a service and this was granted on 13th December 1920. Being based at Towcester the obvious choice of route for a bus service was via the main road to the County Town of Northampton. However, Messrs F & E Beeden and the Midland Motor Bus Company had been running over this same route for some years. Evidently there was sufficient traffic to enable all three operators to survive, at least in the short term. Initially six return trips between the two towns were provided by Nightingale's on Wednesdays, Thursdays and Sundays with seven trips on Saturdays. The return fare from Towcester to Northampton was 1/8d (8p).

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.

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1

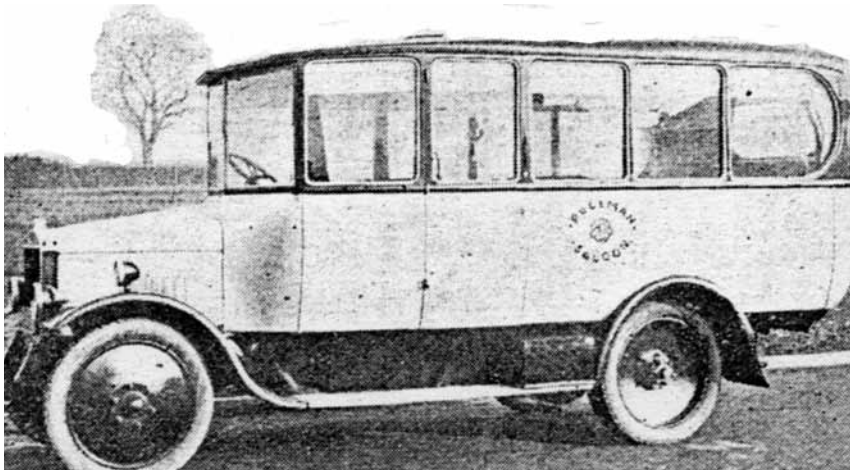
Page 2

## Nightingale W A & Sons - Northampton

Unfortunately details of Nightingale's early fleet are sketchy and certainly not complete. It is, however, clear from Watch Committee minutes that by July 1921 two charabancs were in operation, standing in St. John's Street and occasionally on the Market Square. Garke's Motor Transport Yearbook is also useful in that it records that in April 1924 five Guy vehicles were in stock. Three were saloons seating 16, 26 and 32 passengers together with two charabancs seating 30 and 32. Incidentally the livery of Nightingale's vehicles was predominantly crimson and each was named - Crimson Lady, Crimson Dawn and Crimson Princess being three recalled by people remembering the firm in its early days. Despite the record in the Motor Transport Yearbook detailing Nightingale's five Guy vehicles, there are two photographs available that show seven Guy machines to have been in stock by May 1924. Unfortunately it has not been possible to identify all of them in the rolling stock table at the end of this paper. In addition to the seven Guys illustrated, there was a small sixteen seater, as mentioned in Garke's, in the fleet by May 1924 bearing the words "Pullman Saloon" on its sides.



*This rather indistinct photograph appeared in an advertisement for Nightingale's in the Northampton Independent in May 1924 when seating capacities ranging from 17 to 36 were quoted. The line-up is headed by a 36-seat saloon bus registered BD 3501 and followed by a Dodson bodied "Charabus" registered NH 4288, four charabancs and an all-weather coach. The first of the charabancs is thought to have been NH 4669, the second has not been identified, the third is probably BD 3788 and the fourth NH 5385. The all-weather coach on the right so far remains unidentified.*



*The unidentified sixteen-seater Guy saloon carrying the legend "Pullman Saloon" on its sides.*



# Bygone Buses

of  
NORTHAMPTONSHIRE

## NN-NI1

Page 3

Nightingale W A & Sons - Northampton



*The same set of vehicles as shown on the previous page, albeit in a different order, and photographed on Northampton Market Square prior to July 1924. From left to right are Guys BD 3501, unidentified, NH 5385, unidentified, NH 4669, BD 3788 and NH 4288.*



*This photograph of the Dodson "Charabus" bodied Guy NH 4288 shows Nightingale's trading name of "The Wheatsheaf Motor Coach Service" as depicted on its crimson coachwork. The photographer presumably threw himself into a ditch in order to take his picture from such an unusual angle!*



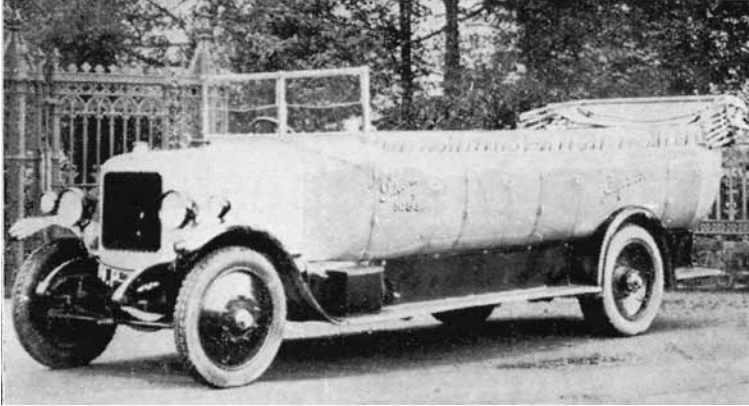
# Bygone Buses

of  
NORTHAMPTONSHIRE

## NN-NI1

Page 4

Nightingale W A & Sons - Northampton



*This Guy charabanc, registered NH 5385, was new in March 1924 and probably seated eighteen passengers.*

used at first but an office was opened at 6 Princess Street by October 1922. In addition, a garage sited a short distance away at Inkerman Terrace was brought into use and subsequently a works at Foundry Street. Probably in 1924 the livery of Nightingale's coaches was gradually changed from crimson to ivory and black and the all-weather coach appearing in the two 1924 photographs on pages 2 and 3 show this vehicle in much lighter colours than its companion buses and charabancs. Over the following three or four years a considerable trade in excursions and private hires was built up by Nightingale's and the rolling stock improved to cater for longer-distance travel and changing expectations in vehicle design. During 1925 the Nightingales remained loyal to Guy chassis and bought a handsome all-weather coach in April which was duly registered NH 6162.



*This illustration shows Guy NH 6162 in open-touring form in crimson livery in 1925 or 1926. It was photographed at Northampton Market Square just prior to departure on a ten day's tour to Devon and Somerset. Clearly wives were not invited on this trip and NH 6162 is almost certainly carrying members of the Northants Bowling Association at this time.*

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1

Page 5

Nightingale W A & Sons - Northampton



*The ladies were not always outdone and in this photograph NH 6162 stands outside an unidentified public house with an all-female complement of passengers. Note that NH 6162 is fitted with frames onto which the canvas roof could be affixed in the event of inclement weather.*



*For good measure another view of Guy NH 6162 in ivory/black livery.*



# Bygone Buses

of  
NORTHAMPTONSHIRE

**NN-NI1**  
Page 6

## Nightingale W A & Sons - Northampton

Towards the end of 1925 W A Nightingale & Sons acquired the business of Mrs Elizabeth Ann Tomkins of Cotton End, Northampton - see paper NN-TO2. Mrs Tomkins had in 1923 developed a service between Northampton and Cosgrove running via Wootton, Quinton, Salcey Forest, Hartwell and Hanslope. By May 1924 the route had been truncated at Hanslope, which was the southern terminus of the service at the time Nightingale's took over towards the end of 1925. Before long the service was re-routed to run from Wootton to Roade and then via Ashton to Hartwell instead of via Quinton and at the same time Castlethorpe and Cosgrove were reinstated at the southern end of the route. The survival of a 1926 Nightingale timetable shows the service being run at around December of that year and the same timings are known to have still been current in March 1928 and, no doubt, for some time longer.

### WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, WOOTTON, COLLINGTREE TURN, COURTEENHALL, ROADE, ASHTON, HARTWELL (SALCEY FOREST), HANSLOPE, CASTLETHORPE, AND COSGROVE.

Passengers taken up and set down in JOHN'S STREET, and EN ROUTE.

#### Monday, Tuesday, Thursday, and Friday Service.

Leave	a.m.	a.m.	p.m.	p.m.	p.m.
Northampton	7 0	9 30	12 45	4 15	6 15
Wootton	7 10	9 40	12 55	4 25	6 25
Collingtree Turn	7 15	9 45	1 0	4 30	6 30
Courteenhall	7 20	9 50	1 5	4 35	6 35
Roade	7 25	9 55	1 10	4 40	6 40
Ashton	7 35	10 5	1 20	4 50	6 50
Hartwell (Salcey Forest)	7 40	10 10	1 25	4 55	6 55
Hanslope	7 50	10 20	1 35	5 5	7 5

Leave	a.m.	a.m.	p.m.	p.m.	p.m.
Hanslope	8 0	10 30	2 0	5 15	7 15
Hartwell (Salcey Forest)	8 10	10 40	2 10	5 25	7 25
Ashton	8 15	10 45	2 15	5 30	7 30
Roade	8 25	10 55	2 25	5 40	7 40
Courteenhall	8 30	11 0	2 30	5 45	7 45
Collingtree Turn	8 35	11 5	2 35	5 50	7 50
Wootton	8 40	11 10	2 40	5 55	7 55
Northampton	8 50	11 20	2 50	6 5	8 5

### WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, WOOTTON, COLLINGTREE TURN, COURTEENHALL, ROADE, ASHTON, HARTWELL (SALCEY FOREST), HANSLOPE, CASTLETHORPE, AND COSGROVE.

Passengers taken up and set down at JOHN'S STREET, and EN ROUTE.

#### Wednesday and Saturday.

Leave	a.m.	a.m.	a.m.	a.m.	p.m.
Northampton	7 0	8 0	9 15	10 30	11 30
Wootton	7 10	8 10	9 25	10 40	11 40
Collingtree Turn	7 15	8 15	9 30	10 45	11 45
Courteenhall	7 20	8 20	9 35	10 50	11 50
Roade	7 25	8 25	9 40	10 55	11 55
Ashton	7 35	8 35	9 50	11 5	12 5
Hartwell (Slc'y For.)	7 40	8 40	9 55	11 10	12 10
Hanslope	7 50	8 50	10 5	11 20	12 20
Castlethorpe	—	8 55	—	—	—
Cosgrove	—	9 0	—	—	—

Leave	a.m.	a.m.	a.m.	a.m.	p.m.
Cosgrove	—	9 5	—	—	—
Castlethorpe	—	9 15	—	—	—
Hanslope	8 0	9 25	10 15	11 25	12 25
Hartwell (Slc'y For.)	8 10	9 35	10 25	11 35	12 35
Ashton	8 15	9 40	10 30	11 40	12 40
Roade	8 25	9 50	10 40	11 50	12 50
Courteenhall	8 30	9 55	10 45	11 55	12 55
Collingtree Turn	8 35	10 0	10 50	12 0	1 0
Wootton	8 40	10 5	10 55	12 5	1 5
Northampton arrive	8 50	10 15	11 5	12 15	1 15

### WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, WOOTTON, COLLINGTREE TURN, COURTEENHALL, ROADE, ASHTON, HARTWELL (SALCEY FOREST), HANSLOPE, CASTLETHORPE, AND COSGROVE.

Passengers taken up and set down in JOHN'S STREET, and EN ROUTE.

#### SUNDAYS.

Leave	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Northampton	10 0	11 30	2 30	3 30	5 30	6 30	7 45	9 30
Wootton	10 10	11 40	2 40	3 40	5 40	6 40	7 55	9 40
Collingtree T.	10 15	11 45	2 45	3 45	5 45	6 45	8 0	9 45
Courteenhall	10 20	11 50	2 50	3 50	5 50	6 50	8 5	9 50
Roade	10 25	11 55	2 55	3 55	5 55	6 55	8 10	9 55
Ashton	10 35	12 5	3 5	4 5	6 5	7 5	8 20	10 5

Leave	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hartwell (Salcey For.)	10 40	12 10	3 10	4 10	6 10	7 10	8 25
Hanslope	10 50	12 20	3 20	4 20	6 20	7 20	8 35
Castlethorpe	11 0	—	—	—	—	7 30	—
Cosgrove arr.	11 10	—	—	—	—	7 40	—

Leave	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Cosgrove	11 30	—	—	—	—	7 45	—
Castlethorpe	11 40	—	—	—	—	7 55	—
Hanslope	11 50	1 15	3 45	5 0	6 30	8 5	8 40
Hartwell (Salcey For.)	12 0	1 25	3 55	5 10	6 40	8 15	8 50
Ashton	12 5	1 30	4 0	5 15	6 45	8 20	8 55
Roade	12 15	1 40	4 10	5 25	6 55	8 30	9 5
Courteenhall	12 20	1 45	4 15	5 30	7 0	8 35	9 10
Collingtree T.	12 25	1 50	4 20	5 35	7 5	8 40	9 15
Wootton	12 30	1 55	4 25	5 40	7 10	8 45	9 20
Northampton	12 40	2 5	4 35	5 50	7 20	8 55	9 30

### WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, WOOTTON, COLLINGTREE TURN, COURTEENHALL, ROADE, ASHTON, HARTWELL (SALCEY FOREST), HANSLOPE, CASTLETHORPE, AND COSGROVE.

Passengers taken up and set down at JOHN'S STREET, and EN ROUTE.

#### Wednesday and Saturday.—continued

p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	Sat only
1 30	2 30	3 30	4 30	5 30	6 45	7 30	8 45	9 30	11 0	
1 40	2 40	3 40	4 40	5 40	6 55	7 40	8 55	9 40	11 10	
1 45	2 45	3 45	4 45	5 45	7 0	7 45	9 0	9 45	11 15	
1 50	2 50	3 50	4 50	5 50	7 5	7 50	9 5	9 50	11 20	
1 55	2 55	3 55	4 55	5 55	7 10	7 55	9 10	9 55	11 25	
2 5	3 5	4 5	5 5	6 5	7 20	8 5	9 20	10 5	11 35	
2 10	3 10	4 10	5 10	6 10	7 25	8 10	9 25	10 10	11 40	
2 20	3 20	4 20	5 20	6 20	7 35	8 20	9 35	10 20	11 50	
—	—	—	5 25	—	—	—	—	—	—	
—	—	—	5 30	—	—	—	—	—	—	
—	—	—	5 35	—	—	—	—	—	—	
2 25	3 25	4 25	5 40	6 25	7 40	8 25	9 40	10 20	11 50	
2 35	3 35	4 35	5 50	6 35	7 50	8 35	9 50	10 30	12 0	
2 40	3 40	4 40	5 55	6 40	7 55	8 40	9 55	10 35	12 5	
2 50	3 50	4 50	6 5	6 50	8 5	8 50	10 5	10 45	12 15	
2 55	3 55	4 55	6 10	6 55	8 10	8 55	10 10	10 50	12 20	
3 0	4 0	5 0	6 15	7 0	8 15	9 0	10 15	10 55	12 25	
3 5	4 5	5 5	6 20	7 5	8 20	9 5	10 20	11 5	12 35	
3 15	4 15	5 15	6 30	7 15	8 30	9 15	10 30	11 15	12 45	

*The Wheatsheaf Motor Coach Service between Northampton and Cosgrove circa December 1926.*

# Travel the Nightingale Way!

## THE BEST WAY.

Our Coaches are the Acme of Comfort and Reliability.

We have Coaches for All Weather and for any Number.

For your next Outing secure our Luxury Safety Coaches, but Book Early to avoid disappointment.

Tours arranged anywhere in England, Scotland, and Wales.

**W. A. NIGHTINGALE & SONS,**  
Safety Parlour Cars,  
**NORTHAMPTON.**  
PHONE 1088.

# Wheatsheaf Motor Coach Service

## CURRENT TIME TABLE.

The Proprietors also undertake to CONVEY PARCELS on the lines of the Nightingale Way. Passengers will make every effort to maintain these services, but reserve the right to alter, suspend, or withdraw any Vehicle or Service without Notice, and will accept no liability for loss or damage, or for unpunctuality, or failure to maintain Services.

**Travel the Nightingale Way**

**THE PREMIER MOTOR COACH SERVICE OF THE MIDLANDS.**

Office 6 PRINCESS ST.,  
**NORTHAMPTON.**  
\*Phone 1088.

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down in JOHN'S STREET, and EN ROUTE.

## Monday, Tuesday, Thursday, and Friday Service.

	Leave	a.m.	a.m.	p.m.	p.m.
Towcester	8 0	11 0	2 0	5 15	7 30
Green's Norton	8 10	11 10	2 10	5 25	7 40
Tiffeld Turn	8 20	11 20	2 20	5 35	7 50
Blisworth	8 25	11 25	2 25	5 40	7 55
Milton	8 30	11 30	2 30	5 45	8 00
Northampton	arrive 8 40	11 40	2 40	5 55	8 10
Leave	9 15	12 45	3 15	6 15	9 15
Northampton	9 30	1 0	4 30	6 30	9 15
Milton	9 35	1 5	4 35	6 35	9 20
Blisworth	9 40	1 15	4 40	6 40	9 25
Tiffeld Turn	9 45	1 25	4 45	6 45	9 30
Towcester	arrive 9 55	1 25	4 55	6 55	9 40

The Proprietors also undertake to CONVEY PARCELS on the lines of Routes, providing they are delivered to Buses. The Proprietors will make every effort to maintain these Services, but reserve the right to alter, suspend, or withdraw any Vehicle or Service without Notice, and will accept no liability for loss or damage, or for unpunctuality, or failure to maintain Services.

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down at JOHN'S STREET, and EN ROUTE.

## SUNDAYS.

	Leave	a.m.	p.m.	a.m.	p.m.
Green's Norton	10 0	1 30	4 45	6 45	8 50
Towcester	10 10	1 40	4 55	6 55	8 40
Tiffeld Turn	10 20	1 50	5 5	7 5	8 50
Blisworth	10 25	1 55	5 10	7 10	8 55
Milton	10 30	2 0	5 15	7 15	9 0
Northampton	arrive 10 40	2 10	5 25	7 25	9 10
Leave	11 0	3 15	6 15	7 45	9 45
Northampton	11 10	3 25	6 25	7 55	9 50
Milton	11 20	3 30	6 30	8 0	9 50
Blisworth	11 30	3 30	6 30	8 0	10 0
Tiffeld Turn	11 40	3 40	6 40	8 10	10 0
Towcester	arrive 11 50	—	—	8 15	—

On and after WEDNESDAY, DECEMBER 15th, and until further notice, the following Time Table will come into operation.

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down at JOHN'S STREET, and EN ROUTE.

## WEDNESDAYS.

	Leave	a.m.	a.m.	a.m.	p.m.
Green's Norton	—	—	9 45	—	—
Silverstone	—	—	10 20	—	—
Whitlbury Turn	8 0	8 45	10 50	10 30	12 0
Tiffeld Turn	8 10	8 55	10 10	10 40	12 10
Blisworth	8 20	9 5	10 20	10 50	12 20
Milton	8 25	9 10	10 25	10 55	12 25
Northampton	arrive 8 40	9 25	10 40	11 10	12 40
Leave	9 40	10 20	—	—	—
Northampton	9 50	10 30	—	—	—
Milton	—	9 50	11 20	11 45	—
Blisworth	—	9 15	10 11	10 12	0
Towcester	arrive 9 30	—	—	—	—
Whitlbury Turn	—	9 40	—	—	—
Silverstone	—	—	10 15	—	—
Green's Norton	—	—	—	—	—

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down in JOHN'S STREET, and EN ROUTE.

## THURSDAYS.

	Leave	a.m.	a.m.	a.m.	p.m.
Green's Norton	8 0	11 0	2 0	5 15	7 30
Towcester	8 10	11 10	2 10	5 25	7 40
Tiffeld Turn	8 20	11 20	2 20	5 35	7 50
Blisworth	8 25	11 25	2 25	5 40	7 55
Milton	8 30	11 30	2 30	5 45	8 00
Northampton	arrive 8 40	11 40	2 40	5 55	8 10
Leave	9 15	12 45	3 15	6 15	9 15
Northampton	9 30	1 0	4 30	6 30	9 15
Milton	9 35	1 5	4 35	6 35	9 20
Blisworth	9 40	1 15	4 40	6 40	9 25
Tiffeld Turn	9 45	1 25	4 45	6 45	9 30
Towcester	arrive 9 55	1 25	4 55	6 55	9 40

The Proprietors also undertake to CONVEY PARCELS on the lines of Routes, providing they are delivered to Buses. The Proprietors will make every effort to maintain these Services, but reserve the right to alter, suspend, or withdraw any Vehicle or Service without Notice, and will accept no liability for loss or damage, or for unpunctuality, or failure to maintain Services.

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down in JOHN'S STREET, and EN ROUTE.

## FRIDAY SERVICE.

	Leave	a.m.	a.m.	a.m.	p.m.
Green's Norton	8 0	11 0	2 0	5 15	7 30
Towcester	8 10	11 10	2 10	5 25	7 40
Tiffeld Turn	8 20	11 20	2 20	5 35	7 50
Blisworth	8 25	11 25	2 25	5 40	7 55
Milton	8 30	11 30	2 30	5 45	8 00
Northampton	arrive 8 40	11 40	2 40	5 55	8 10
Leave	9 15	12 45	3 15	6 15	9 15
Northampton	9 30	1 0	4 30	6 30	9 15
Milton	9 35	1 5	4 35	6 35	9 20
Blisworth	9 40	1 15	4 40	6 40	9 25
Tiffeld Turn	9 45	1 25	4 45	6 45	9 30
Towcester	arrive 9 55	1 25	4 55	6 55	9 40

The Proprietors also undertake to CONVEY PARCELS on the lines of Routes, providing they are delivered to Buses. The Proprietors will make every effort to maintain these Services, but reserve the right to alter, suspend, or withdraw any Vehicle or Service without Notice, and will accept no liability for loss or damage, or for unpunctuality, or failure to maintain Services.

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down at JOHN'S STREET, and EN ROUTE.

## SATURDAYS.

	Leave	a.m.	p.m.	a.m.	p.m.
Green's Norton	10 0	1 30	4 45	6 45	8 50
Towcester	10 10	1 40	4 55	6 55	8 40
Tiffeld Turn	10 20	1 50	5 5	7 5	8 50
Blisworth	10 25	1 55	5 10	7 10	8 55
Milton	10 30	2 0	5 15	7 15	9 0
Northampton	arrive 10 40	2 10	5 25	7 25	9 10
Leave	11 0	3 15	6 15	7 45	9 45
Northampton	11 10	3 25	6 25	7 55	9 50
Milton	11 20	3 30	6 30	8 0	9 50
Blisworth	11 30	3 30	6 30	8 0	10 0
Tiffeld Turn	11 40	3 40	6 40	8 10	10 0
Towcester	arrive 11 50	—	—	8 15	—

On and after WEDNESDAY, DECEMBER 15th, and until further notice, the following Time Table will come into operation.

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down at JOHN'S STREET, and EN ROUTE.

## WEDNESDAYS.

	Leave	a.m.	a.m.	a.m.	p.m.
Green's Norton	—	—	9 45	—	—
Silverstone	—	—	10 20	—	—
Whitlbury Turn	8 0	8 45	10 50	10 30	12 0
Tiffeld Turn	8 10	8 55	10 10	10 40	12 10
Blisworth	8 20	9 5	10 20	10 50	12 20
Milton	8 25	9 10	10 25	10 55	12 25
Northampton	arrive 8 40	9 25	10 40	11 10	12 40
Leave	9 40	10 20	—	—	—
Northampton	9 50	10 30	—	—	—
Milton	—	9 50	11 20	11 45	—
Blisworth	—	9 15	10 11	10 12	0
Towcester	arrive 9 30	—	—	—	—
Whitlbury Turn	—	9 40	—	—	—
Silverstone	—	—	10 15	—	—
Green's Norton	—	—	—	—	—

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down in JOHN'S STREET, and EN ROUTE.

## THURSDAYS.

	Leave	a.m.	a.m.	a.m.	p.m.
Green's Norton	8 0	11 0	2 0	5 15	7 30
Towcester	8 10	11 10	2 10	5 25	7 40
Tiffeld Turn	8 20	11 20	2 20	5 35	7 50
Blisworth	8 25	11 25	2 25	5 40	7 55
Milton	8 30	11 30	2 30	5 45	8 00
Northampton	arrive 8 40	11 40	2 40	5 55	8 10
Leave	9 15	12 45	3 15	6 15	9 15
Northampton	9 30	1 0	4 30	6 30	9 15
Milton	9 35	1 5	4 35	6 35	9 20
Blisworth	9 40	1 15	4 40	6 40	9 25
Tiffeld Turn	9 45	1 25	4 45	6 45	9 30
Towcester	arrive 9 55	1 25	4 55	6 55	9 40

The Proprietors also undertake to CONVEY PARCELS on the lines of Routes, providing they are delivered to Buses. The Proprietors will make every effort to maintain these Services, but reserve the right to alter, suspend, or withdraw any Vehicle or Service without Notice, and will accept no liability for loss or damage, or for unpunctuality, or failure to maintain Services.

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down in JOHN'S STREET, and EN ROUTE.

## FRIDAY SERVICE.

	Leave	a.m.	a.m.	a.m.	p.m.
Green's Norton	8 0	11 0	2 0	5 15	7 30
Towcester	8 10	11 10	2 10	5 25	7 40
Tiffeld Turn	8 20	11 20	2 20	5 35	7 50
Blisworth	8 25	11 25	2 25	5 40	7 55
Milton	8 30	11 30	2 30	5 45	8 00
Northampton	arrive 8 40	11 40	2 40	5 55	8 10
Leave	9 15	12 45	3 15	6 15	9 15
Northampton	9 30	1 0	4 30	6 30	9 15
Milton	9 35	1 5	4 35	6 35	9 20
Blisworth	9 40	1 15	4 40	6 40	9 25
Tiffeld Turn	9 45	1 25	4 45	6 45	9 30
Towcester	arrive 9 55	1 25	4 55	6 55	9 40

The Proprietors also undertake to CONVEY PARCELS on the lines of Routes, providing they are delivered to Buses. The Proprietors will make every effort to maintain these Services, but reserve the right to alter, suspend, or withdraw any Vehicle or Service without Notice, and will accept no liability for loss or damage, or for unpunctuality, or failure to maintain Services.

# WHEATSHEAF MOTOR COACH SERVICE

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREEN'S NORTON, SILVERSTONE.

Passengers taken up and set down at JOHN'S STREET, and EN ROUTE.

## SATURDAYS.

	Leave	a.m.	p.m.	a.m.	p.m.
Green's Norton	10 0	1 30	4 45	6 45	8 50
Towcester	10 10	1 40	4 55	6 55	8 40
Tiffeld Turn	10 20	1 50	5 5	7 5	8 50
Blisworth	10 25	1 55	5 10	7 10	8 55
Milton	10 30	2 0	5 15	7 15	9 0
Northampton	arrive 10 40	2 10	5 25	7 25	9 10
Leave	11 0	3 15	6 15	7 45	9 45
Northampton	11 10	3 25	6 25	7 55	9 50
Milton	11 20	3 30	6 30	8 0	9 50
Blisworth	11 30	3 30	6 30	8 0	10 0
Tiffeld Turn	11 40	3 40	6 40	8 10	10 0
Towcester	arrive 11 50	—	—	8 15	—

On and after WEDNESDAY, DECEMBER 15th, and until further notice, the following Time Table will come into operation.

# Nightingale WA & Sons - Northampton

The Wheatsheaf Motor Coach Service between Northampton, Towcester and Greens Norton or Silverstone circa December 1926 together with a facsimile of the timetable cover.

#### Nightingale W A & Sons - Northampton

In the course of the following three years, from 1926 to 1928, Nightingale's moved away from its reliance on the products of a single chassis manufacturer although the first machine purchased during this period was indeed a Guy, albeit a secondhand model B registered BP 6985 that had previously been Southdown Motor Services' 321. This acquisition carried a saloon bus body which seated thirty passengers although this number must have included "jubilee" gangway seats.



*Shown here is Guy BP 6985 whilst in service with Southdown Motor Services of Brighton. It carried an attractive saloon body to which access was gained via a front door opposite the driver. (Photo courtesy Alan Lambert Collection)*

Nightingale's next delivery was a REO Sprinter which took the registration NH 6805 in March 1926 and it was fitted with a charabanc body which seated just thirteen passengers. Supporting photographs are sadly not available.

The next two coaches taken into stock by Nightingale's were a pair of Studebakers, the first of which carried a twenty-seat coach body by Metcalfes (London) Ltd of Romford. It was registered NH 7263 in September 1926 when delivered new to Nightingale's and was painted in the ivory and black livery from new, becoming the firm's flagship coach. The choice of Studebaker vehicles was undoubtedly connected with the fact that Nightingale's were Agents and Distributors for Studebaker (England) Ltd.



.....  
: Nightingale W A & Sons - Northampton :  
.....



*Studebaker NH 7263 with Metcalfe's twenty-seat coach body was certainly a sleek looking machine by 1926 standards. An offside photograph of it featured widely in Nightingale's publicity material and is shown on page 31.*

The delivery of NH 7263 was reported in both the trade and local press. Modern Transport had the following to say about it:-

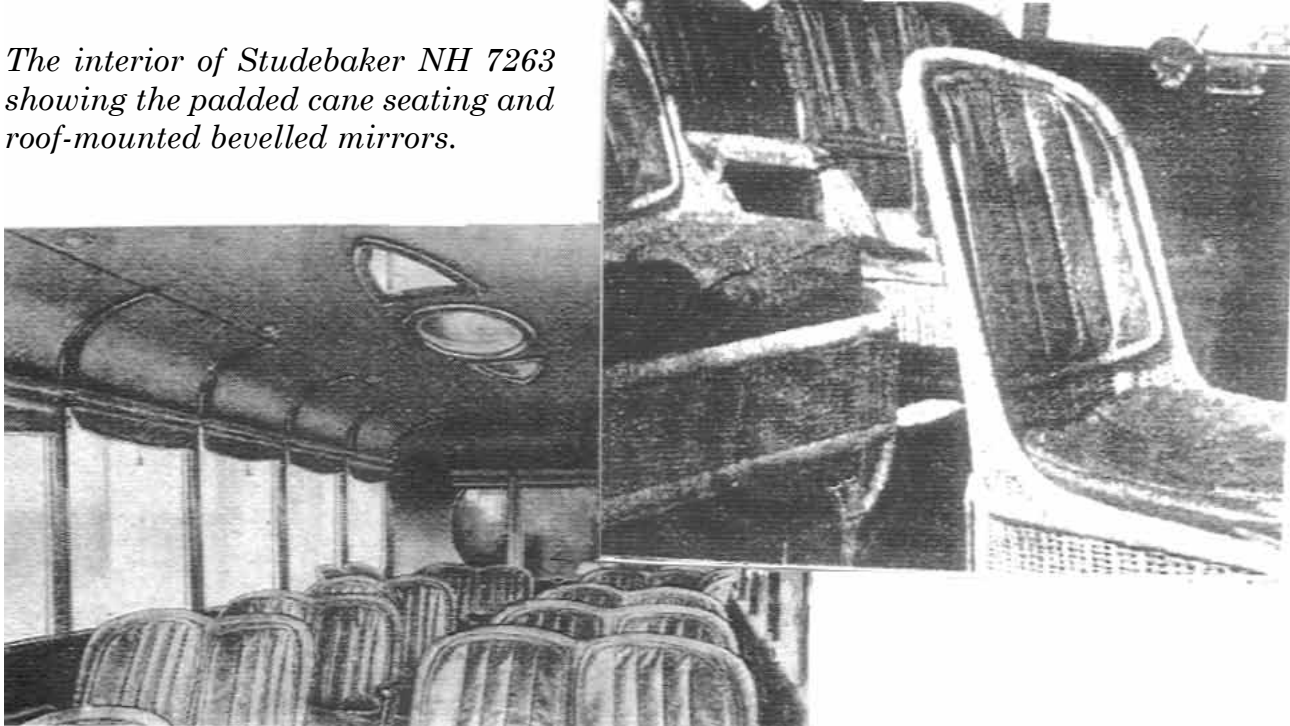
**“Luxury Travel by Road.  
New Studebaker Motor Coach.**

One of the most luxurious motor coaches yet operated in Great Britain is the Studebaker 20-seater model which - the first of an order for six similar vehicles - has just been delivered to the order of W. A. Nightingale and Sons, of Northampton. The new coach is mounted on a Studebaker 15 ft 4 in. chassis, and has many remarkable features. In the first place, the seats are of cane with removable back squabs, while separate leather cushions, filled with soft sponge rubber, are provided for each chair. A carpet runs the entire length of the coach, while other amenities include flower vases and a card table.

The interior decorations include bevelled-edge mirrors in the roof, each mirror having a mahogany frame, while the ceiling itself is upholstered in Bedford cord. Lamps, of the flush type, are also installed, while there are plated roof vents, spring roller blinds and mahogany side panels. The anti-rattle adjustable windows provide a wide vision, while there is also a large oval window at the rear of the coach. The entrance doors at the sides and the emergency door at the rear are all carried out in inlaid mahogany with walnut panelling. The coach,

.....  
■ Nightingale W A & Sons - Northampton ■  
.....

*The interior of Studebaker NH 7263 showing the padded cane seating and roof-mounted bevelled mirrors.*



the bodywork of which was built by Metcalfes, of Romford, has a “V” type windscreen, Van den Plas front wings, a low step, and front and rear “bumpers”. The body frame is of straight-grain ash, reinforced with steel, and is of very rigid construction. The coach, the exterior of which is finished in yellow and black, undoubtedly presents a very fine appearance, while the utmost degree of comfort is experienced in travelling.”

The report of NH 7263 seems to suggest that Nightingale’s had ordered six similar vehicles but that was not the case and just two were purchased. As Nightingale’s were also Studebaker agents and distributors it may have been that the other four were intended for alternative customers.

The local press report was contained in the Northampton Independent which recorded:-

**“Luxury Travel by Road.**

**Members of the Elephant Repertory Company Visit Shakespeare’s Birthplace.**

Upon the invitation of Messrs. W. A. Nightingale & Sons, members of the Elephant Repertory Company (playing with such success at the Opera House) spent a thoroughly enjoyable and appreciated outing to Stratford-on-Avon last week. The party, numbering about 15, with friends, press representatives and others, were assembled by Mr Nightingale for the purpose of “trying out” his luxurious new Studebaker “Parlour Car”. The results were certainly beyond all expectations. The old proverb, “All is not gold that glitters,” does not apply in the case of this addition to an already famous fleet, as the interior of the coach, and



■ Nightingale W A & Sons - Northampton ■

general performance is quite in keeping with its handsome exterior appearance. Even in Coventry, “the home of motors”, the coach attracted considerable attention by its smart yellow and black finish, and low body. The engine is a fine example of modern engineering, second gear being practically unnecessary for other than starting, which is probably explained by the fact that at 2,500 revolutions per minute the engine is developing 75 horse power, while 35 miles an hour is within easy reach. Immediately upon entering the car by the low step, one is impressed by the striking, yet tasteful, layout. The cane arm chairs with their sponge rubber cushions and moveable arms are absolutely the last word in comfort. A carpet runs the entire length of the car, and the roof and sides are upholstered in rich grey French cloth. Balloon tyres add to the comfort, which, combined with the silent engine, anti-rattle and adjustable windows, the flower vases, spring roll blinds, mahogany framed mirrors, a card table, inlaid door panels, and the large oval window at the rear, help to place this Studebaker masterpiece in a class entirely on its own. The safety of passengers, which is of such importance in these days of congested traffic, has been cleverly studied, there being four-wheel hydraulic brakes, which act smoothly and efficiently, a rear emergency exit and the body itself is of the low-level safety type. The utmost degree of comfort is experienced in travelling, even during the negotiation of that notorious Weedon-Daventry road hardly a jar was felt. Northampton should be justly proud of this luxury car, more especially as there are not more than half-a-dozen in the British Isles. Applications for hire should be made to W. A. Nightingale & Sons, Princess Street, Northampton.”

Both articles refer to the livery of NH 7263 as being yellow and black. Motor Transport described it as cream and black whilst on most other occasion Nightingale’s livery was said to have been ivory and black. The second of Nightingale’s two Studebaker vehicles was completed in April 1927 in time for the busy summer coaching season. It was registered NH 7637 but this time was fitted with an eighteen seat all-weather body which may, or may not, have been built by Metcalfes.

From its earliest days, the firm of W A Nightingale & Sons specialised in excursions and private hires, priding themselves on the reliability of their Guy saloons and charabancs. In 1923, for example, Nightingale’s were advertising tours to Brighton, London and Matlock and commenting on their coaches being famous for their smooth running. A couple of years later the firm was even more confident and included the advertisement reproduced on the following page, in the Northampton Independent in May 1925.



*Left:- Two examples of Nightingale’s Midland Motorways Bell Punch tickets.*

# Bygone Buses

of  
NORTHAMPTONSHIRE

## NN-NI1

Page 12

Nightingale W A & Sons - Northampton

## Travel the Nightingale Way.

Mr. Everyman : Shall we go for a Day Tour by Motor Coach at Whitsun ?

Mrs. Everyman : That would be nice ! if we can go with Nightingale again. I enjoyed it so much last time.

Mr. Everyman : We shall go with Nightingale, because their's are so comfortable and reliable.

Mrs. Everyman : That's settled then. We will go and book for one of their tours at once, or we shall be too late.

### WE LEAD, OTHERS FOLLOW

but we are still supreme ; and the latest addition to our fleet is absolutely the last word for passenger travel. Our Coaches have always been noted for smooth running and reliability, and for the last four years we have had Coaches with a very low loading line, only one step and you are in, even with our 30-seaters.

Another thing we would like you to know :—All our Coaches are purchased new, and not re-conditioned. They are of British manufacture and built by British workmen. We are the only firm in the town with a standardised fleet and they are the best it is possible to get.

The public can also rest assured that every attention is given to each vehicle to ensure the safety and comfort of our patrons, but early booking is essential to secure these luxurious and reliable Coaches.

### A FEW OF OUR TOURS include : WEMBLEY EXPRESS DAILY SERVICE.

#### SUNDAY NEXT, MAY 24th,

OXFORD.  
STRATFORD-ON-AVON.  
BEDFORD.  
WOBURN, etc.

#### MAY 26, 27 (Derby Day), 28 & 29 EPSOM RACES.

#### JUNE 16, 17, 18 (Ladies' Day) & 19 ASCOT RACES.

#### ASCOT SUNDAY, JUNE 21st,

THAMES VALLEY, including BOULTER'S  
LOCK, MAIDENHEAD.

#### WHIT-SUNDAY DAY TOURS.

THAMES VALLEY.  
MALVERN HILLS.  
MATLOCK.  
SKEGNESS, etc.

#### WHIT-MONDAY DAY TRIP.

HUNSTANTON.

#### AUGUST TWO DAY TOURS

##### Sunday and Monday

- No. 1.—Bath, Cheddar, Bridgewater, Minehead, Taunton, Glastonbury, Wells, etc.  
No. 2.—Tunbridge Wells, Hastings, Sandgate, Dover, Ramsgate, Broadstairs, Margate.

FIRST-CLASS HOTEL ACCOMMODATION PROVIDED.

#### SEASIDE TOURS, Aug. 1 to Aug. 8

YARMOUTH.  
BOURNEMOUTH.  
BRIGHTON.  
EASTBOURNE, or anywhere you wish to go.

In weather of Sunshine, Rain or Hail.  
You're always safe with "Nightingale."

**W. A. Nightingale & Sons,** THE MOTOR COACH  
6, PRINCESS STREET. PROPRIETORS,  
Phone 1085.

*Nightingales' 1925 Whitsun advertisement claiming to lead whilst others follow. The reference to the daily express service to Wembley referred to the British Empire Exhibition held at this venue.*



# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1

Page 13

■ Nightingale W A & Sons - Northampton ■



*A selection of Nightingale's fleet photographed at Northampton Castle Station in May 1927 when the coaches uplifted officials of the L.M.S. London District Manager's Staff and conveyed them on a tour of the Shakespeare country. Studebaker NH 7263 leads the procession, followed by the brand new all-weather Studebaker NH 7637. Third in line is the so far unidentified Guy sixteen seater, a photograph of which appears on page 2, and the fourth coach also awaits identification.*

It is interesting to note the parallels between the operations of Allchin & Son of Northampton (see paper NN-AL3) and those of Nightingale & Sons. Both commenced a daily coach service from Northampton to London for the British Empire Exhibition in 1924/5. Their experiences with this type of regular operation led to testing the water with high summer express services to the Capital in 1926, culminating in the inauguration of scheduled daily year-round services to central London from Whitsun 1927 in the case of Allchin's and from October 1927 in the case of Nightingale's. Allchin's Northampton to London service was routed via Newport Pagnell, Dunstable and St. Albans whilst Nightingale's chose to operate their service from Northampton via Towcester, Stony Stratford, Dunstable and St. Albans to London. Similarly both operators opened main street booking offices in Northampton in October 1927, Allchin's at 53A Abington Street and Nightingale's at 49A Abington Street.

Nightingale's started with one return journey daily, leaving Northampton at 8.15am from their Abington Street office and setting down in London at Oxford Street, returning in the evening at 6.30pm. In 1928 two daily return trips were provided, with the London terminal transferring to Portman Square. A year later the timetable was increased to three return trips. At some stage after the Northampton - London service was introduced Nightingale's adopted the trading name "Midland Motorways" for its longer distance operations. To cater for bookings in the Towcester area, seats could initially be reserved at the Wheatsheaf Hotel at which, presumably, W A Nightingale was still the licensee. By 1931 at the latest, the Towcester agent was listed as "Nightingale, High Street, Towcester", indicating the renting or ownership of shop premises within Towcester.

# Bygone Buses

of  
NORTHAMPTONSHIRE

# NN-NI1

Page 14

## Nightingale W A & Sons - Northampton

New Time Table commencing Monday, 31st March, 1930.

### MIDLAND MOTORWAYS (NIGHTINGALE & SONS).

#### DAILY SERVICE (including Sundays)

BETWEEN

#### NORTHAMPTON & LONDON

Via Towcester, Stony Stratford, Dunstable, Barnet, etc.

TICKETS ARE ISSUED UNDER THE FOLLOWING  
CONDITIONS:—

The Proprietors will make every effort to maintain these services, but reserve the right to alter, suspend or withdraw any vehicle or service without notice, and will accept no liability for loss or damage, or for unpunctuality or failure to maintain services. Should the passenger arrive late at starting point, no liability whatever can be entertained.

Passengers holding period tickets must notify us 24 hours before date of return, otherwise seats will not be guaranteed.

Passengers are fully insured against all risk.

Light luggage only carried at owner's risk.

Children over 5 and under 12 half fare providing they do not occupy a seat to the exclusion of an adult.

### MIDLAND MOTORWAYS

(NIGHTINGALE & SONS)

49a ABINGTON STREET, NORTHAMPTON

PHONE 1085

PHONE 1085

### AGENTS AND BOOKING OFFICES

NORTHAMPTON	.. 49a, Abington Street. Phone 1085. (Proprietors)
TOWCESTER	.. The Wheatsheaf. Phone 46.
POTTERS PURY	.. Mrs. Osborne, Sunbeam Villa.
STONY STRATFORD	.. Mr. West, Newsagent, High Street.
LOUGHTON	.. Mrs. Bowler, London Road.
FENNY STRATFORD	.. The Bridge Hotel.
BRICKHILL	.. Cave's Garage.
HOCKLIFFE	.. Grice's Garage.
DUNSTABLE	.. Blake's Garage, High St. South. Central Tea Rooms, High St. North.
MARKYATE	.. Mr. Ward, Garage Prop., High St.
REDBOURNE	.. Byland's Garage.
ST. ALBANS	.. T. Hansell, London Road.
BARNET	.. Cowing's Library.
FINCHLEY	.. Stevens, Finchley Road.
LONDON	.. London Terminal Coach Station, Clapham Road (Main Agent); Central London Road Transport Station, Cartwright Gardens; Oxford Circus Booking Office, 288, Regent Street, W.1; And most of the principal Booking Offices.

### MIDLAND MOTORWAYS

(NIGHTINGALE & SONS)

49a ABINGTON STREET, NORTHAMPTON

#### NORTHAMPTON TO LONDON.

	a.m.	p.m.	p.m.
Northampton, depart	8 15	1 0	6 15
Blisworth	8 22	1 7	6 22
Towcester	8 30	1 15	6 30
Potterspurty	8 45	1 30	6 45
Stony Stratford	8 50	1 35	6 50
Loughton	9 0	1 45	7 0
Fenny Stratford	9 10	1 55	7 10
Brickhill	9 20	2 5	7 20
Hockliffe	9 30	2 15	7 30
Dunstable	9 40	2 25	7 40
Markyate	9 50	2 35	7 50
Redbourne	10 0	2 45	8 0
St. Albans	10 20	3 5	8 20
Barnet	10 20	3 5	8 20
London (Portman Square)	10 45	3 30	8 45

#### LONDON TO NORTHAMPTON

	a.m.	p.m.	p.m.
London (Portman Square) depart	9 0	1 0	7 0
Barnet	9 25	1 25	7 25
St. Albans	9 45	1 45	7 45
Redbourne	9 55	1 55	7 55
Markyate	10 5	2 5	8 5
Dunstable	10 15	2 15	8 15
Hockliffe	10 25	2 25	8 25
Brickhill	10 35	2 35	8 35
Fenny Stratford	10 45	2 45	8 45
Loughton	10 55	2 55	8 55
Stony Stratford	11 0	3 0	9 0
Potterspurty	11 15	3 15	9 15
Towcester	11 22	3 22	9 22
Blisworth	11 30	3 30	9 30
Northampton	11 30	3 30	9 30

TERMINAL POINT: Northampton—49a, Abington Street.

TERMINAL POINT: London—Portman Square and London  
Terminal Coach Station, Clapham Road.

NOTE.—Times leaving London Terminal Coach Station are  $\frac{1}{2}$  hour earlier than shown on time table.

All times are approximate. Sundays, first coach leaves Market Square Northampton 9.0 a.m.

#### TABLE OF FARES. Single Return Period

Northampton	} London	6/- S.	8/- R.	9/6 P.
Blisworth				
Towcester				
Potterspurty	} London	5/- S.	7/- R.	8/6 P.
Stony Stratford				
Loughton				
Fenny Stratford	} London	3/6 S.	4/6 R.	5/6 P.
Brickhill				
Hockliffe				
Dunstable	} London	3/- S.	4/- R.	5/6 P.
Markyate				
Redbourne				

NORTHAMPTON TO	Single	Return	Period
Towcester	10d.	1/6	—
Stony Stratford	1/6	2/-	—
Loughton	2/-	3/-	—
Fenny Stratford	2/-	3/-	—
Sheep Lane	2/6	3/6	—
Dunstable	} 3/-	} 4/-	} 5/6
Markyate			
Redbourne			
St. Albans	5/-	7/-	8/6
Barnet	5/-	7/-	8/6

Period Tickets available 30 days.

Through Bookings to all parts by Motor Coach.

## TRAVEL THE NIGHTINGALE WAY

A facsimile of Nightingale's Midland Motorways service between Northampton and London, in operation from 31st March 1930. By this time, as well as picking up and setting down at Portman Square, the service had been extended to the London Terminal Coach Station at 80 Clapham Road.



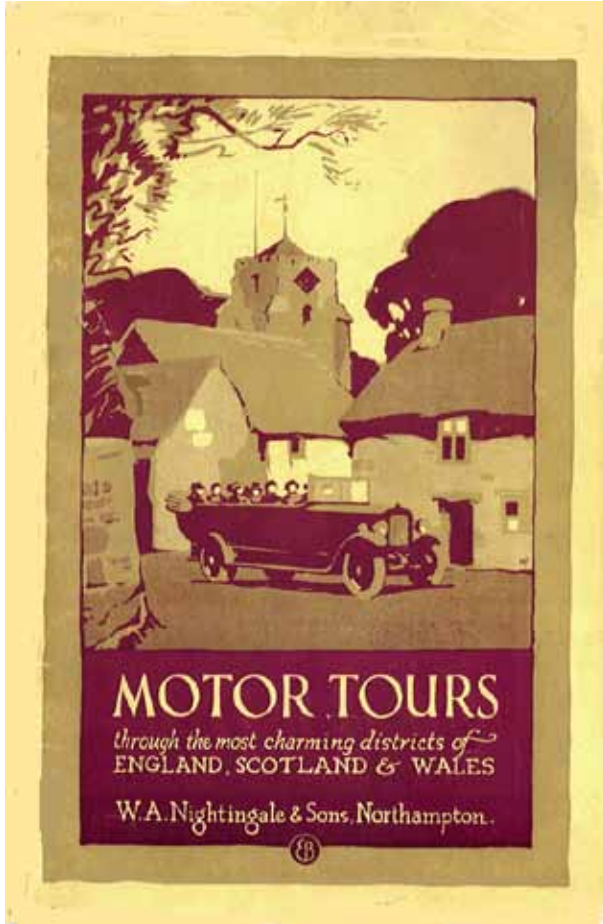
# Bygone Buses

of  
NORTHAMPTONSHIRE

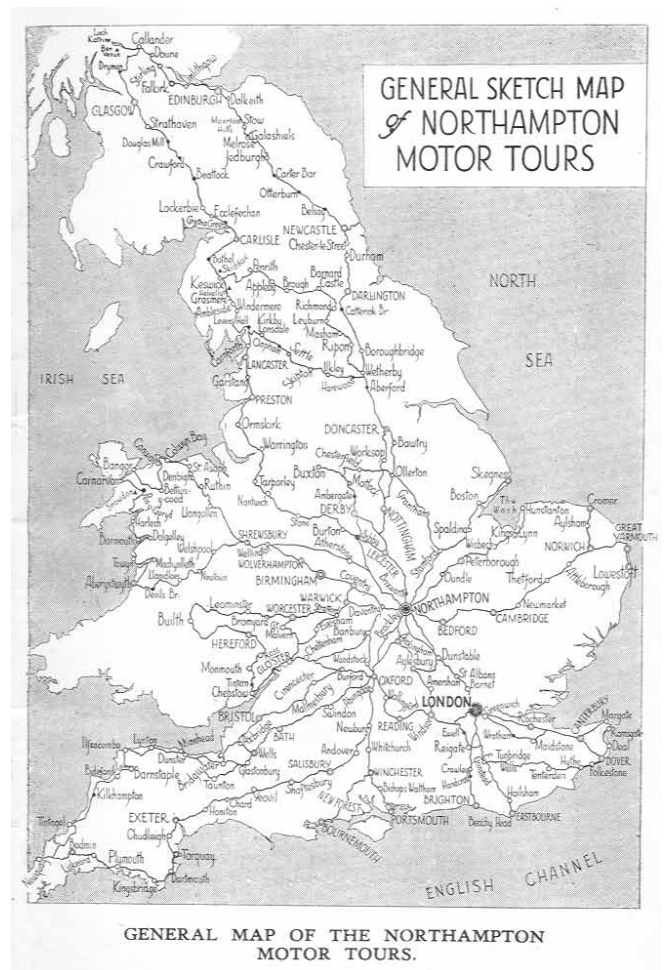
Nightingale W A & Sons - Northampton

## NN-NI1

### Page 15



Left: A reduced facsimile of W A Nightingale & Son's Motor Tours handbook produced by guide book specialists Edward J Burrow & Co Ltd of Cheltenham. Although undated, the indications are that the booklet was produced for the 1927 season and details the routes of some forty tours, including extended holidays to Devon and Cornwall, the Lake District, Scotland and Wales.



Right: A reduced facsimile of the tours map included in Nightingale's tours booklet.

As an interesting aside, Francis Nightingale was at one time fined £10 for reckless driving. It seems he was racing another charabanc on the Houghton Road, Northampton and claimed he was merely passing it. The local policeman, however, countered that as Nightingale passed the other vehicle both were doing 18 to 20 m.p.h. and the passengers were standing up, shouting and cheering to encourage the driver!

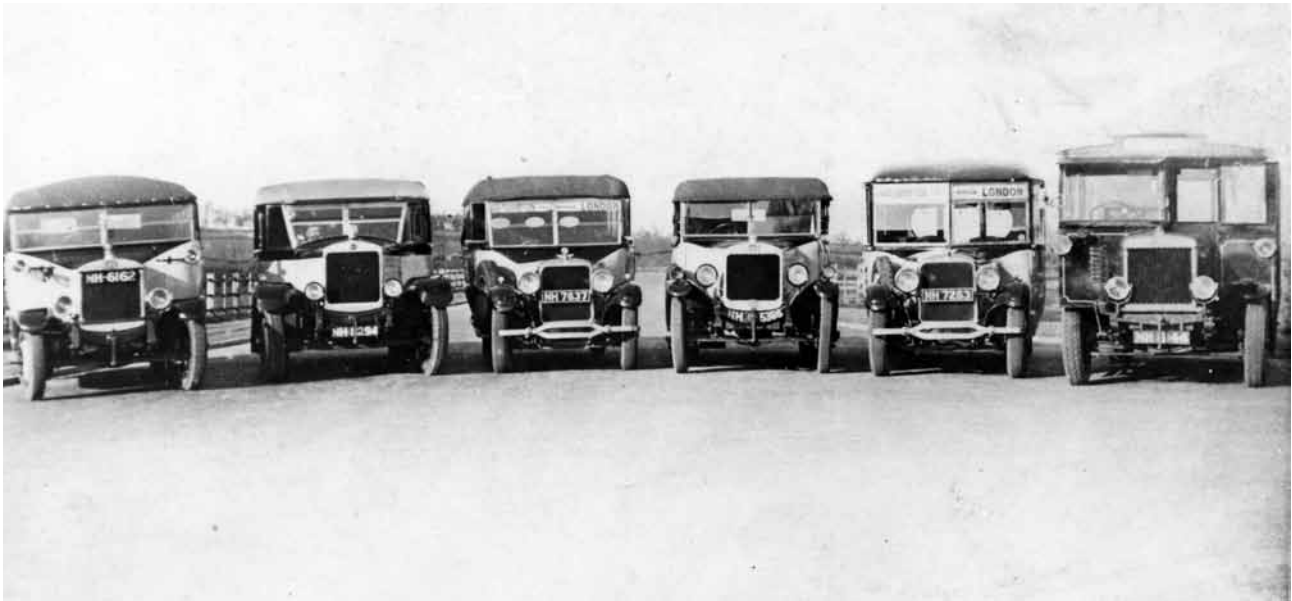
# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1  
Page 16

## Nightingale W A & Sons - Northampton

The vehicle intake for 1928 held further surprises when a Karrier saloon bus joined the fleet in February as NH 8144, to be followed in April 1928 by NH 8294 which was to be the firm's final Guy. This was another coach of the all-weather type which was still popular in the late 1920s. The Northampton Independent photographed it in both May and June 1928, as shown at the bottom of this page and on the next.



*Luckily this line-up of six of Nightingale's vehicles includes the Karrier saloon bus NH 8144 on the right of the picture. Its coachwork apparently included a smoking compartment. The other five coaches, from left to right, are Guys NH 6162 and NH 8294; Studebaker NH 7637, Guy NH 5385 and Studebaker NH 7263.*



*All-weather Guy NH 8294 heads a convoy taking local members of the Women's Home League, an institution associated with the Salvation Army, from Northampton to London for a rally at the Crystal Palace in May 1928.*

*(Photo courtesy Northampton Independent)*



.....  
: Nightingale W A & Sons - Northampton :  
.....



*A month later Guy NH 8294 was engaged to take a large party of members of the St. Lawrence's Ward Women Unionists for their annual outing to the Woburn area.*

*(Photo courtesy Northampton Independent)*

Two more coaches joined the Nightingale fleet in 1929, the first being a Gilford 166SD model which was licensed as NH 8961 in March. Once again Nightingale's chose Metcalfe's London Ltd to body their new chassis and this firm built an attractive twenty-five seat saloon coach body. Also once again the arrival of a new coach for Nightingale's fleet was reported in the Northampton Independent of the time and it is interesting to reproduce the article as follows:-

### **“The Pullman Car of the Road.**

#### **A luxurious addition to the Nightingale Fleet.**

The latest luxurious addition to the familiar fleet of black and ivory-white motor coaches operating on Messrs W A Nightingale & Sons' routes provides a remarkable illustration of the great strides made in motor coach construction during the past twelve months. The new coach recently made its maiden voyage and has since undergone a number of tests on the daily service to London, which have provided indisputable evidence on the remarkable standard of speed and comfort achieved by the modern motor coach.

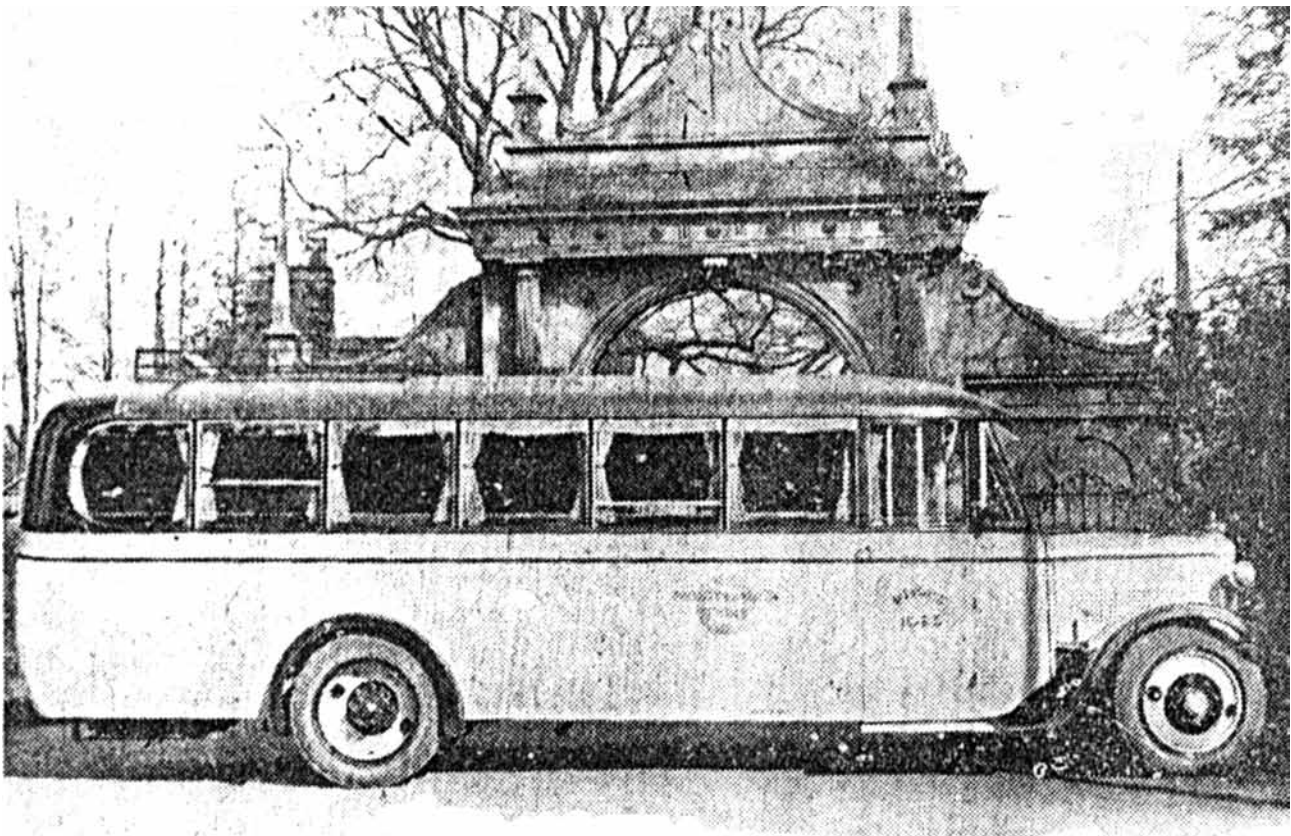
.....  
: Nightingale W A & Sons - Northampton :  
.....

#### **Luxurious Appointments.**

The new coach is designed to accommodate twenty-six and with its ingenious arrangement of seats, luxurious upholstery and excellent appointments it represents the ideal medium for long distance journeys. The design is the outcome of practical experience gathered by Messrs. Nightingale in the course of their long connection with the road transport and it incorporates practically everything that the modern road traveller is likely to require in the course of a long journey.

The body was built by Metcalfe's, of Romford, one of the leading motor coach builders, to Messrs. Nightingale's own specification. Externally the coach presents a very smart appearance, with the striking colour scheme which has been employed on each of the long distance coaches which will run on Messrs. Nightingale's routes this season.

The upholstery is carried out in heavy brown tapestry of a very restful shade, which makes a harmonious combination with the silver fittings, the sliding



*An offside view of Nightingale's Gilford NH 8961 with its Metcalfe's coach body, photographed at Overstone Park Gates. The newspaper report suggest this coach seated twenty-six passengers whilst other sources list it as a twenty-five seater.*



.....  
: Nightingale W A & Sons - Northampton :  
.....

curtains with which each window is equipped and the fawn head cloth in which are three large mirrors which intensify the light from the windows and make the saloon appear even more spacious than it actually is.

**Separate Tables for Each Seat.**

The seating is so arranged that while the majority of the passengers sit in pairs in deep seats on either side of the gangway, eight may sit round a table at the rear of the coach in order to read or play cards. Each of the seats has a footrail and a rug rail, a small folding table attached to the back of the seat in front and a reading lamp immediately above it. Large windows beside each seat can be raised or lowered at will and special glass "eaves" safeguard the passengers from rain or draughts when the window is partly opened. A roomy luggage rack is placed above each seat and heavy luggage necessary for a long tour is carried under a tarpaulin on the roof.



*An interior view of the Metcalfes body of NH 8961 showing the sumptuous seating and unusual decorative roof-mounted mirrors.*

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1

Page 20

Nightingale W A & Sons - Northampton

## Concealed Radiators.

The very full equipment includes even an artificial heating system, which when a switch is turned in the driving seat floods the saloon with warm air through three radiators in the floor, utilising the heat generated by the engine.

## Can Pull Up in its Own Length.

The foundation of the coach is a powerful six-cylinder Gilford chassis which develops 75 h.p. and is capable of 60 miles an hour on full throttle. Six 36 x 6 in. tyres are fitted and as an additional precaution against road shocks the body is mounted on special springs which automatically adjust themselves to the load. Powerful vacuum Servo brakes operate on all four wheels, and it is claimed that from a speed of 40 m.p.h. the coach can pull up in a little over its own length.

The coach will leave Northampton on its first long distance journey on May 11th when it will carry the Northants Bowlers on a ten day's tour of the South Coast."



*A sharper photograph of Gilford NH 8961 but taken at Gloucester Green, Oxford after the coach had passed into United Counties' ownership. (Photo courtesy J Higham)*



#### Nightingale W A & Sons - Northampton

The second coach to be purchased in 1929 for Nightingale's fleet was a former Maudslay ML3B demonstration vehicle with a thirty-two seat body, probably by a London coachbuilder. Originally registered WK 7470 it was acquired by Nightingale's in November 1929 and re-registered NH 9526 on 1st December but photographs of it have not yet come to light. Also in December 1929 Nightingale's took over the private hire and excursion work hitherto operated by W E Coombs & Sons of Northampton (see paper NN-CO8). With this business came four coaches, three of which were Brockways with the fourth being of unknown manufacture. One of the former Coombs' Brockways carried an all-weather body and was registered NH 7362, having been new in December 1926. The other two Brockways, which dated from June 1927, carried charabanc bodies and illustrations of all three in Coombs' livery can be found in paper NN-CO8.



*All three Brockways in Nightingale's ownership are depicted in this photograph taken on Northampton's Market Square whilst touting for excursion traffic. From right to left are Brockways NH 7811, NH 7814, NH 7362 and Guy NH 8294.*

For delivery during 1930 Nightingale's ordered a Gilford 168OT and a Maudslay Meteor ML6A. The Gilford arrived in April 1930 when it was allocated the registration NH 9708. It carried a 31-seat body by an unidentified builder. The Maudslay was not completed until towards the end of the summer season, being registered in August as VV 130. The body for this coach is recorded as being built by Spicer's, seated thirty-one passengers and sported a front entrance.

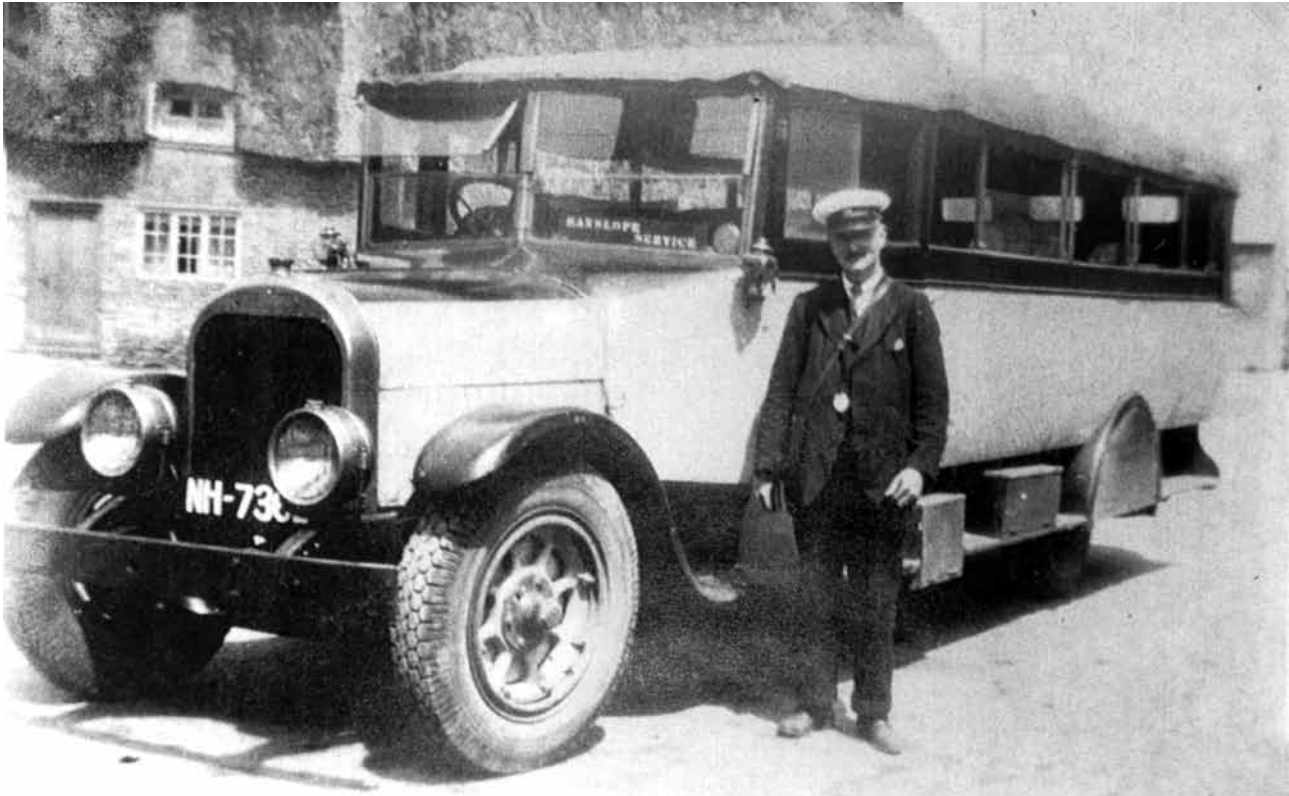
# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1

Page 22

Nightingale W A & Sons - Northampton



*In this photograph Brockway NH 7362 can be seen at Hanslope whilst operating the local Northampton - Roade - Hanslope bus service. An all-weather coach was probably not the most suitable vehicle with which to operate local bus service work.*



*Nightingale's Northampton to London service terminated at the London Terminal Coach Station at 80 Clapham Road and by good fortune the firm's Gilford NH 9708 was present at the Station when the photographer took this postcard view.*



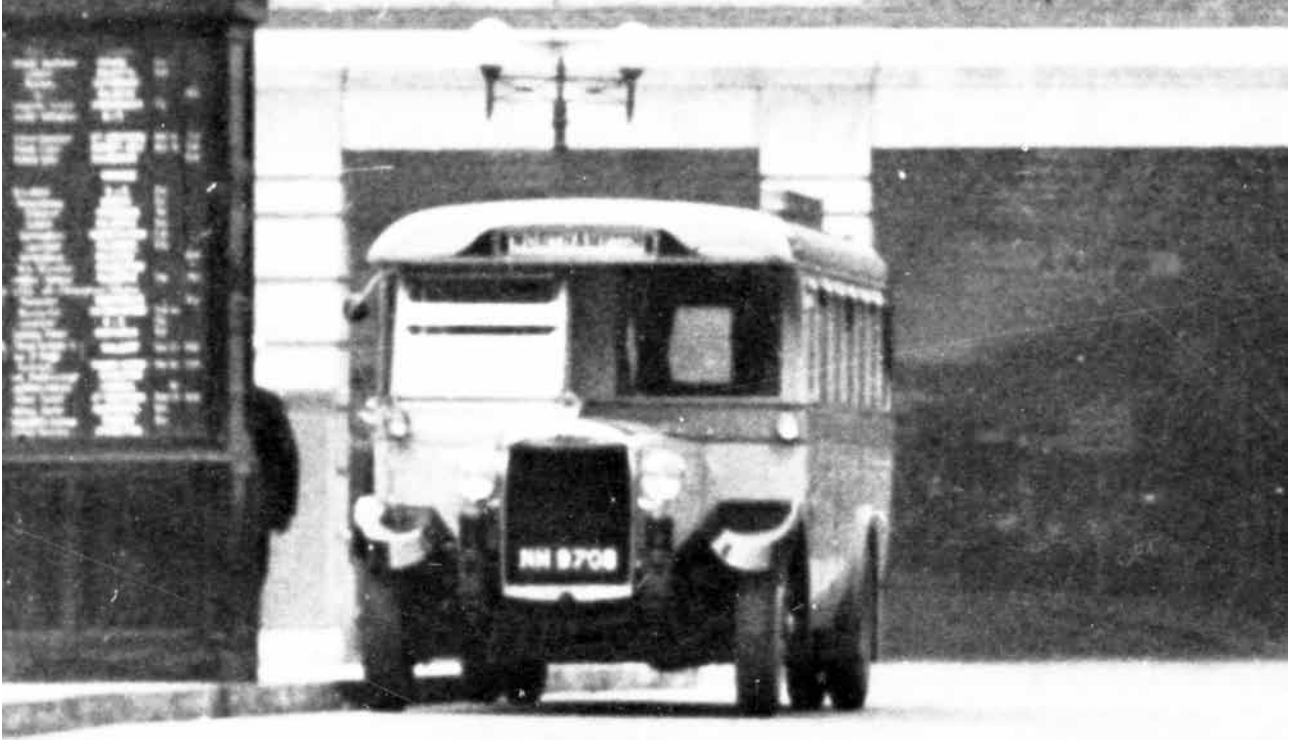
# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1

Page 23

Nightingale W A & Sons - Northampton



*An enlargement of Nightingale's Gilford NH 9708 at the London Terminal Coach Station in Clapham Road.*



*This illustration of the rear of Maudslay Meteor VV 130 with Spicer coachwork shows that Nightingale's used the Midland Motorways trading name on the back of its coaches. The roundel on the side of the coach includes the words "Midland Motorways".*

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-NI1  
Page 24

## Nightingale W A & Sons - Northampton

Nightingale's bought only one new coach in 1931 but it was certainly a handsome and distinguished looking machine. The Gilford 168OT chassis was again the chosen model and the bodybuilder this time was Petty of Hitchin. The resulting coach was registered VV 498 in March 1931. This vehicle is alleged to have been Nightingale's twenty-seventh vehicle and it may have been that each coach was allocated a stock number but there is no evidence on available photographs to substantiate this.



*Gilford 168OT coach VV 498 was posed at the Queen Eleanor Cross in London Rd, Northampton for this photograph to be taken.*

*A side view of Petty bodied Gilford VV 498 taken when the coach was brand new and its paintwork gleaming. The gold lettering on its louvres read "Northampton • Brighton • Portsmouth • Margate • Bournemouth". A trip on VV 498 to any of these destinations must have been a real pleasure. The driver, cigarette in mouth, cuddles the youngest two ladies, the only ones without cloche hats!*





#### Nightingale W A & Sons - Northampton

The 1932 season provided for the intake of only one new coach, this being a Maudslay Masta which was registered VV 1337 in June 1932. It is reputed to have been fitted with a Burlingham body seating thirty-two. Nightingales also purchased a second-hand 1928 Studebaker registered UP 1283 which had a Robson eighteen-seat body. Unfortunately it is not known in which year this coach was acquired.



*This photograph, taken on Northampton Market Square, shows three of Nightingale's black and ivory coaches. The all-weather coach on the left has not been identified but the centre vehicle is Gilford VV 498 and the coach to the right is Maudslay VV 1337.*

At the time of the introduction of the Road Service Licensing elements of the 1930 Road Traffic Act, from April 1931 onwards, W A Nightingale & Sons were operating two local bus services, the Northampton - Towcester - London express route and Excursions & Tours from Northampton Market Square or St John's Street. In May 1931 Nightingale's applied to the Traffic Commissioners for Road Service Licences for the London express and the two stage-carriage services. The Northampton - Roade - Ashton - Hartwell - Hanslope - Cosgrove route was granted by the Commissioners in July 1931 under reference E2511 whilst the Northampton - Towcester - London express service was granted

.....  
■ **Nightingale W A & Sons - Northampton** ■  
.....

in September 1931 under reference E2510, which later became TER41/1. However, the three journeys each way, each day, being operated by Nightingale's on the Northampton to London route were reduced to two per day by the Traffic Commissioners who refused to allow Nightingale's to run the two mid-day operations. Accordingly the 12.40pm from London and the 1.15pm from Northampton, as they were at the time of the licence applications, had to be withdrawn from September 1931. It is assumed the Commissioners' reference TER41/2 was earmarked for Nightingale's Northampton - Cosgrove route but this service was disposed of prior to its licence's renewal and still under its original E2511 reference. The Northampton - Blisworth - Towcester - Greens Norton / Silverstone service had to wait until November 1931 before being granted as E2665 which in due course became TER41/3.

In June 1931 an applications for 75 destinations on an Excursions and Tours licence starting from Northampton Market Square was submitted to the Traffic Commissioners and during the course of the following few weeks another 27 destinations were added along with eleven tours starting from Northampton, St John's Street. All but one of the proposed excursions were granted as the year 1931 progressed and the Commissioners' reference TER41/4 was allocated to the above group of tours.

The next development came when Nightingale's planned to take over the operations of Bernard Reeve of Pattishall and the unusual circumstances surrounding this event are chronicled in paper NN-RE1. First of all Nightingale's applied to modify its existing licence TER41/3 between Northampton and Silverstone to take in the workmen's journeys currently being operated by Reeve between Towcester and Northampton, but not as yet licenced by the Commissioners. At the same time the services were co-ordinated, presumably with those of Arthur Basford, and Greens Norton was later omitted from the route. Nightingale's were duly granted the required amendment to their licence on 18th March 1932 when they were also granted a licence under reference TER41/7 for a Tuesdays and Towcester Race days service from Cold Higham via Foster's Booth, Pattishall and Astcote to Towcester, again as previously operated by Reeve but not yet licenced to him.

The third and most important aspect of the deal arranged between W A Nightingale and Bernard Reeve centred around Reeve's main service from Grimscote to Northampton via Cold Higham, Foster's Booth, Pattishall, Astcote, Eastcote, Dalscote and Rothersthorpe. A licence for this service had been granted to Bernard Reeve in November 1932 under reference E11093. However, the operation of the route was so unreliable, for reasons detailed in paper NN-RE1, that the Commissioners refused to grant Nightingale's the proposed replacement licence for which the reference TER41/8 had been reserved. Whilst the Traffic Commissioners were deliberating on the above issues, they granted Nightingale's many Short Period licences to enable Reeve's former service to be continued in Nightingale's name in the intervening period.

Nightingale's Northampton - Roade - Ashton - Hartwell - Hanslope - Cosgrove service was co-ordinated with the route of G E Richardson of Hartwell which ran between



Nightingale W A & Sons - Northampton

### Wheatsheaf Motor Coach Service

Between NORTHAMPTON, MILTON, BLISWORTH, TOWCESTER, GREENS NORTON and SILVERSTONE.  
Passengers taken up and set down in JOHN'S STREET, and EN ROUTE.

LEAVE	MONDAY, TUESDAY, THURSDAY AND FRIDAY.					WEDNESDAY.														
	A.M.	A.M.	P.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.	P.M.	P.M.	P.M.	P.M.	P.M.
Greens Norton ...	...	...	...	...	...	...	...	...	10 20	...	...	...	...	3 50	...	...	...	...	...	...
Silverstone .....	...	...	...	...	...	...	...	9 45	...	...	...	...	...	...	6 0	...	...	...	...	...
Whittlebury Turn	...	...	...	...	...	...	...	9 50	...	...	...	...	...	...	6 5	...	...	...	...	...
Towcester .....	8 0	11 0	2 0	5 15	7 30	8 0	8 45	10 0	10 30	12 0	1 0	2 15	3 0	4 0	5 0	6 30	8 0	9 15	...	...
Tiffeld Turn .....	8 10	11 10	2 10	5 25	7 40	8 10	8 55	10 10	10 40	12 10	1 10	2 25	3 10	4 10	5 10	6 40	8 10	9 25	...	...
Blisworth .....	8 20	11 20	2 20	5 35	7 50	8 20	9 5	10 20	10 50	12 20	1 20	2 35	3 20	4 20	5 20	6 50	8 20	9 35	...	...
Milton .....	8 25	11 25	2 25	5 40	7 55	8 25	9 10	10 25	10 55	12 25	1 25	2 40	3 25	4 25	5 25	6 55	8 25	9 40	...	...
Northampton a.	8 40	11 40	2 40	5 55	8 10	8 40	9 25	10 40	11 10	12 40	1 40	2 55	3 40	4 40	5 40	7 10	8 40	9 55	...	...

LEAVE	MONDAY, TUESDAY, THURSDAY AND FRIDAY.					WEDNESDAY.														
	A.M.	P.M.	P.M.	P.M.	P.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.	P.M.	P.M.
Northampton ...	9 15	12 45	4 15	6 15	9 0	...	8 45	9 30	11 0	11 30	1 30	2 0	3 0	4 0	5 0	6 0	8 0	9 30	...	...
Milton .....	9 30	1 0	4 30	6 30	9 15	...	9 0	9 45	11 15	11 45	1 45	2 15	3 15	4 15	5 15	6 15	8 15	9 45	...	...
Blisworth .....	9 35	1 5	4 35	6 35	9 20	...	9 5	9 50	11 20	11 50	1 50	2 20	3 20	4 20	5 20	6 20	8 20	9 58	...	...
Tiffeld Turn .....	9 45	1 15	4 45	6 45	9 30	...	9 15	10 0	11 30	12 0	2 0	2 30	3 30	4 30	5 30	6 30	8 30	10 0	...	...
Towcester .....	9 55	1 25	4 55	6 55	9 40	...	9 25	10 10	11 40	12 10	2 10	2 40	3 40	4 40	5 40	6 40	8 40	10 10	...	...
Whittlebury Turn	...	...	...	...	...	...	9 30	...	...	...	...	...	...	...	5 50	...	...	...	...	...
Silverstone .....	...	...	...	...	...	...	9 40	...	...	...	...	...	...	...	5 55	...	...	...	...	...
Green Norton.....	...	...	...	...	...	...	...	10 15	...	...	...	...	...	3 45	...	...	...	...	...	...

LEAVE	SATURDAY.										SUNDAY.									
	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.	P.M.	
Greens Norton ...	...	...	...	10 20	...	12 45	...	...	3 50	...	5 50	...	...	9 45	...	...	...	...	...	
Silverstone .....	...	...	9 45	...	...	...	...	2 50	...	...	6 55	...	...	...	...	...	...	...	...	
Whittlebury Turn	...	...	9 50	...	...	...	...	2 55	...	...	7 0	...	...	...	...	...	...	...	...	
Towcester .....	8 0	8 45	10 0	10 30	12 0	1 0	2 15	3 0	4 0	5 0	6 15	7 10	8 0	9 0	9 50	10 0	1 30	4 45	6 45	8 30
Tiffeld Turn .....	8 10	8 55	10 10	10 40	12 10	1 10	2 25	3 10	4 10	5 10	6 25	7 20	8 10	9 10	10 10	10 10	1 40	4 55	6 55	8 40
Blisworth .....	8 20	9 5	10 20	10 50	12 20	1 20	2 35	3 20	4 20	5 20	6 35	7 30	8 20	9 20	10 10	10 20	1 50	5 5	7 5	8 50
Milton .....	8 25	9 10	10 25	10 55	12 25	1 25	2 40	3 25	4 25	5 25	6 40	7 35	8 25	9 25	10 15	10 25	1 55	5 10	7 10	8 55
Northampton a.	8 40	9 25	10 40	11 10	12 40	1 40	2 55	3 40	4 40	5 40	6 55	7 50	8 40	9 40	10 30	10 40	2 10	5 25	7 25	9 10

LEAVE	SATURDAY.										SUNDAY.									
	A.M.	A.M.	A.M.	A.M.	A.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.	P.M.	
Northampton ...	...	8 45	9 30	11 0	11 30	1 30	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 50	11 0	3 0	6 0	7 30	9 30
Milton .....	...	9 0	9 45	11 15	11 45	1 45	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	11 5	11 15	3 15	6 15	7 45	9 45
Blisworth .....	...	9 5	9 50	11 20	11 50	1 50	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	11 10	11 20	3 20	6 20	7 50	9 50
Tiffeld Turn .....	...	9 15	10 0	11 30	12 0	2 0	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	11 20	11 30	3 30	6 30	8 0	10 0
Towcester .....	...	9 25	10 10	11 40	12 10	2 10	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	11 30	11 40	3 40	6 40	8 10	10 10
Whittlebury Turn	...	9 30	...	...	...	...	2 45	...	...	...	6 45	...	...	...	...	...	...	...	...	...
Silverstone .....	...	9 40	...	...	...	...	2 50	...	...	...	6 50	...	...	...	...	...	...	...	...	...
Greens Norton a	...	...	10 15	...	12 35	...	...	3 45	...	5 45	...	...	...	9 45	...	11 50	...	...	...	8 15

The Proprietors also undertake to CONVEY PARCELS on the lines of Routes, providing they are delivered to Buses.

The Proprietors will make every effort to maintain these Services, but reserve the right to alter, suspend, or withdraw any Vehicle or Service without Notice, and will accept no liability for loss or damage, or for unpunctuality or failure to maintain Services.

### W. A. NIGHTINGALE & SONS.

Office—49a ABINGTON STREET, NORTHAMPTON.

TELEPHONE 1085.

W. MARK & CO., LTD., Printers, The Drapery, Northampton.

The Wheatsheaf Motor Coach Service timetable between Northampton, Towcester and Greens Norton or Silverstone at December 1930 and as authorised by the Traffic Commissioners in 1931. Whilst the layout is different, the timings have not changed from the 1926 timetable shown on page 7.

Nightingale W A & Sons - Northampton

# MIDLAND MOTORWAYS

(W. A. NIGHTINGALE & SONS)

## CURRENT TIME TABLE.

Between NORTHAMPTON, WOOTTON, COLLINGTREE TURN, COURTEENHALL, ROADE, ASHTON, HARTWELL, SALCEY FOREST, HANSLOPE, CASTLETHORPE, and COSGROVE. Until further notice, the following Time Table will be in operation.

Passengers taken up and set down in John's Street, and en route.

DAILY SERVICE.								SUNDAY SERVICE.							
LEAVE	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.
Northampton	7 0	9 30	1 0	2 45	4 15	6 30	8 0	Northampton	10 0	2 15	3 30	5 0	5 30	7 30	9 30
Wootton	7 10	9 40	1 10	2 55	4 25	6 40	8 10	Wootton	10 10	2 25	3 40	5 10	5 40	7 40	9 40
Collingtree Turn	7 15	9 45	1 15	3 0	4 30	6 45	8 15	Collingtree Turn	10 15	2 30	3 45	5 15	5 45	7 45	9 45
Courteenhall	7 20	9 50	1 20	3 5	4 35	6 50	8 20	Courteenhall	10 20	2 35	3 50	5 20	5 50	7 50	9 50
Roade	7 20	9 50	1 20	3 5	4 35	6 50	8 20	Roade	10 20	2 35	3 50	5 20	5 50	7 50	9 50
Ashton	7 30	10 0	1 30	3 10	4 45	7 0	8 30	Ashton	10 30	2 45	4 0	5 30	6 0	8 0	10 0
Hartwell (Salcey F.)	7 35	10 5	1 35	3 15	4 50	7 5	8 35	Hartwell (Salcey F.)	10 35	2 50	4 5	5 35	6 5	8 5	10 5
Hanslope arrive	7 45	10 15	1 45	..	5 0	7 15	8 45	Hanslope	10 45	3 0	4 15	5 45	6 15	8 15	10 15
								Cosgrove arrive	11 0	..	..	..	..	8 25	..
LEAVE	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.
Hanslope	8 0	10 30	2 0	..	5 0	7 15	8 45	Cosgrove	11 25	..	..	..	..	8 25	..
Hartwell (Salcey F.)	8 10	10 40	2 10	3 20	5 10	7 25	8 55	Hanslope	11 45	3 30	4 30	6 0	7 0	8 45	10 15
Ashton	8 15	10 45	2 15	3 25	5 15	7 30	9 0	Hartwell (Salcey F.)	11 55	3 40	4 40	6 10	7 10	8 55	10 25
Roade	8 25	10 55	2 25	3 30	5 25	7 40	9 10	Ashton	12 0	3 45	4 45	6 15	7 15	9 0	10 30
Courteenhall	8 25	10 55	2 25	3 30	5 25	7 40	9 10	Roade	12 10	3 55	4 55	6 25	7 25	9 10	10 40
Collingtree Turn	8 30	11 0	2 30	3 35	5 30	7 45	9 15	Courteenhall	12 10	3 55	4 55	6 25	7 25	9 10	10 40
Wootton	8 35	11 5	2 35	3 40	5 35	7 50	9 20	Collingtree Turn	12 15	4 0	5 0	6 30	7 30	9 15	10 45
Northampton	8 45	11 15	2 45	3 50	5 45	8 0	9 30	Wootton	12 20	4 5	5 5	6 35	7 35	9 20	10 50
								Northampton arr.	12 30	4 15	5 15	6 45	7 45	9 25	11 0

### WEDNESDAY AND SATURDAY SERVICE.

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.	S.O.
Northampton	7 0	8 0	9 30	10 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	11 0	
Wootton	7 10	8 10	9 40	10 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	11 10	
Collingtree Turn	7 15	8 15	9 45	10 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	11 15	
Courteenhall	7 20	8 20	9 50	10 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	11 20	
Roade	7 20	8 20	9 50	10 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	11 20	
Ashton	7 30	8 30	10 0	11 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 30	
Hartwell (Salcey F.)	7 35	8 35	10 5	11 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 35	
Hanslope arrive	7 45	8 45	10 15	11 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 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.	p.m.	S.O.
Hanslope	8 0	9 0	10 30	11 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 45	
Hartwell (Salcey F.)	8 10	9 10	10 40	11 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 55	
Ashton	8 15	9 15	10 45	11 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	12 0	
Roade	8 25	9 25	10 55	11 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	12 10	
Courteenhall	8 25	9 25	10 55	11 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	12 10	
Collingtree Turn	8 30	9 30	11 0	12 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 15	
Wootton	8 35	9 35	11 5	12 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	12 20	
Northampton arrive	8 45	9 45	11 15	12 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 30	

\*Alternate Weeks. S.O.—Saturdays only.

The Proprietors also undertake to CONVEY PARCELS on the lines of Routes, providing they are delivered to Buses.

The Proprietors will make every effort to maintain these Services, but reserve the right to alter, suspend, or withdraw any Vehicle or Service without Notice, and will accept no liability for loss or damage, or for unpunctuality or failure to maintain Services.

## W. A. NIGHTINGALE & SONS

Office—49a, ABINGTON STREET, NORTHAMPTON.

TELEPHONE 1085.

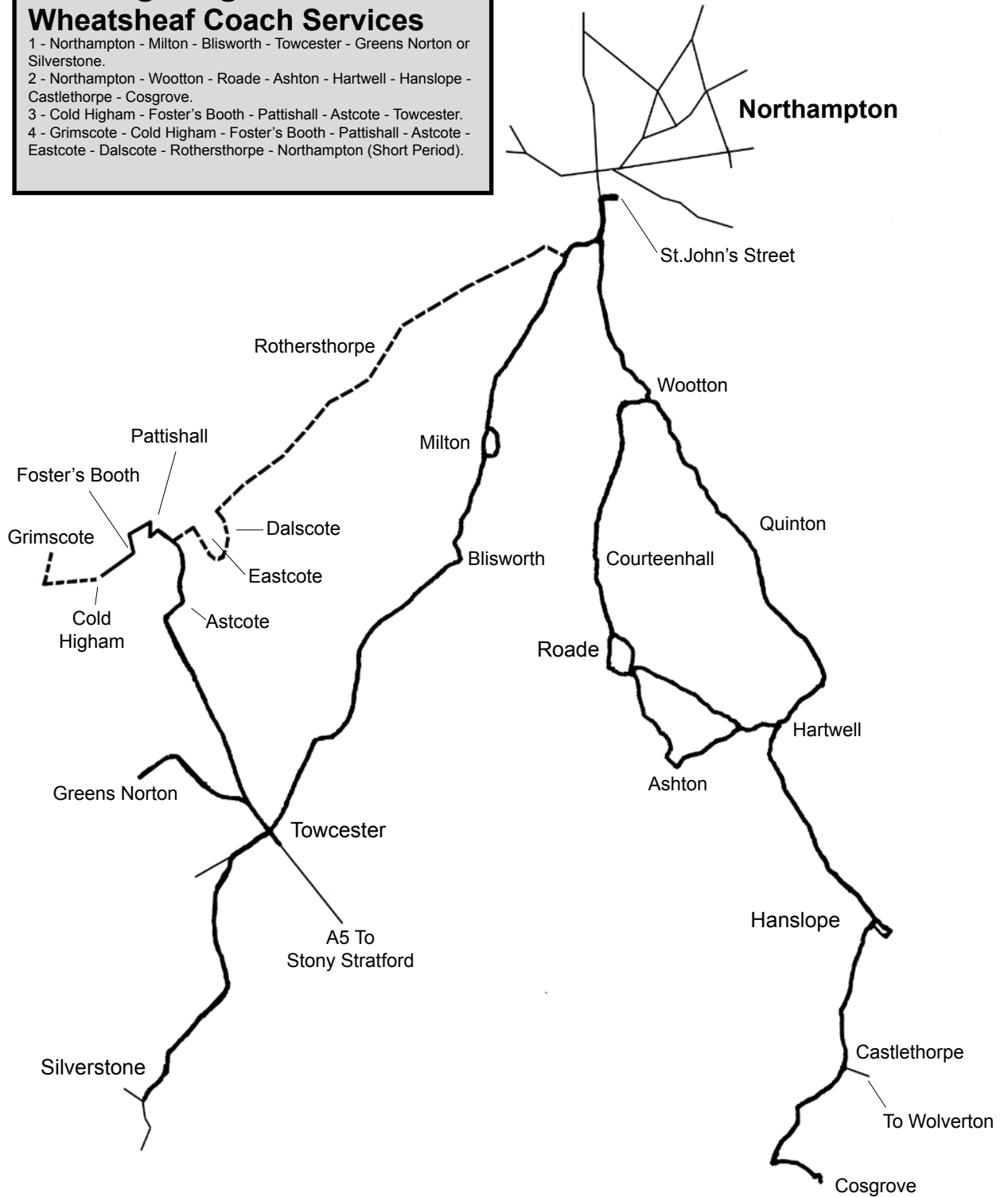
For a time both the "Wheatsheaf Motor Coach Service" and "Midland Motorways" trading names were used concurrently for Nightingale's stage-carriage services and this timetable shows the Northampton to Cosgrove service as it was both in December 1930 and as authorised by the Traffic Commissioners in 1931. In the final years of Nightingale's operations the use of the Wheatsheaf name lapsed. The term "Daily Service" used on the timetable could more accurately be defined as "Mondays, Tuesdays, Thursdays and Fridays".



**Nightingale W A & Sons - Northampton**

### W A Nightingale & Sons Wheatsheaf Coach Services

- 1 - Northampton - Milton - Blisworth - Towcester - Greens Norton or Silverstone.
- 2 - Northampton - Wootton - Roade - Ashton - Hartwell - Hanslope - Castlethorpe - Cosgrove.
- 3 - Cold Higham - Foster's Booth - Pattishall - Astcote - Towcester.
- 4 - Grimscote - Cold Higham - Foster's Booth - Pattishall - Astcote - Eastcote - Dalscote - Rothersthorpe - Northampton (Short Period).



.....  
■ **Nightingale W A & Sons - Northampton** ■  
.....

Northampton - Wootton - Roade - Ashton - Hartwell - Hanslope - Castlethorpe - Wolverton. The section of route that was co-ordinated lay between Northampton and Hanslope and certain journeys were provided by each operator on an alternate week basis. George Richardson, who had run into financial difficulties had, by the end of 1931, approached United Counties with a view to selling the goodwill of his route to the latter Company. A purchase price of £900 was agreed but the joint working arrangements with Nightingale's made it desirable for United Counties to acquire Nightingale's share of the Hanslope service at the same time. Negotiations between United Counties and Nightingale's resulted in a sum of £850 being agreed for the goodwill of the latter's Wheatsheaf service. In February 1932 United Counties applied to the Traffic Commissioners for a licence (reference TER63/129) to take over Nightingale's Northampton to Cosgrove service being run under reference E2511 and Richardson's Northampton to Wolverton service operated under reference E4517. Thus the agreements with Richardson and Nightingale's enabled United Counties to commence its Northampton - Roade - Wolverton service 26 with effect from 21st March 1932.

United Counties was interested in acquiring the rest of Nightingale's licences at this time but satisfactory terms could not be agreed. However, it was arranged that the Company should take over Nightingale's Northampton to London service for £2,100 and the required deposit was paid and application submitted to the Traffic Commissioners. The application proposed to modify the service to start from Campbell Square, Northampton instead of Abington Street and to transfer the London terminal from its present Clapham Road site to Victoria Coach Station. In the event the proposals attracted objections from the LM&S Railway, Allchin's, F & E Beeden and S C Kingston, the latter two providing stage-carriage services between Northampton and Towcester. A Public Sitting held by the Traffic Commissioners in May 1932 proved inconclusive and eventually United Counties withdrew its application for the licence in November 1932.

As the year 1933 progressed, United Counties became ever deeper embroiled in negotiations with independent bus operators with a view to purchasing their businesses. The saga with Nightingale's Northampton to London licence has already been mentioned and was to resurface during 1933 whilst the Company was in negotiation with Messrs Allchin & Son of Northampton with regard to the acquisition of their wide-ranging express services. As revealed in paper NN-AL3 United Counties took over Allchin's routes from 1st December 1933, including the former Nightingale's Northampton to London operation which had meantime passed to Allchin's from 1st October 1933. This latter turn of events undoubtedly took place with the tacit approval of United Counties as protracted negotiations between the Company and both Allchin's and Nightingale's had been proceeding for months. In view of the previous difficulties experienced by United Counties in persuading the Traffic Commissioners to authorise the takeover of Nightingale's Northampton to London service, it had probably been foreseen that Allchin's would face less opposition as an existing operator between Northampton and London. In the midst of the above United Counties reached agreement with W A Nightingale & Sons, in October 1933, for the purchase of this firm's remaining services which comprised the Northampton - Towcester - Silverstone route

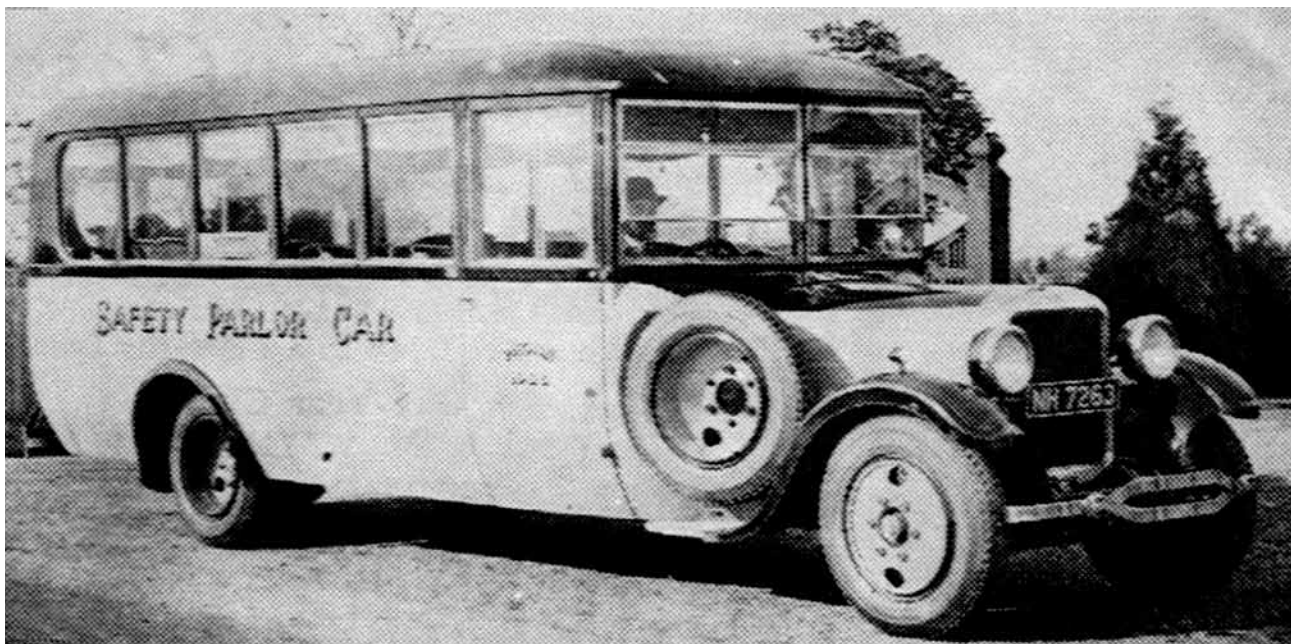


#### ■ Nightingale W A & Sons - Northampton ■

together with Excursions & Tours and Workmen's services licences along with sixteen buses and coaches. The purchase price agreed between the two parties was £7,350 of which £850 represented the Goodwill value of the business and £6,500 the value of the rolling stock due to change hands.

As mentioned earlier, the Northampton - Towcester - Syresham route was co-ordinated with the Silverstone based service of Sydney Kingston which essentially meant that United Counties had to negotiate concurrently with this gentleman to purchase his business at the same time, as described in paper NN-KI2. The purchase by United Counties of both Kingston's and Nightingale's operations was arranged to become effective on 5th February 1934 and so ended the Nightingale family's involvement in bus and coach operation.

At some stage between the time of United Counties purchasing Nightingale's Northampton to Cosgrove service in March 1932 and agreeing to purchase the Northampton to Silverstone service in October 1933, William Alfred Nightingale died. On completion of the sale in February 1934 Walter Nightingale and his wife joined United Counties as driver and conductress respectively and worked for the latter company for many years. Francis Nightingale, meanwhile, founded "Newland Motors" in 1933, based on the garage premises at Inkerman Terrace and works at Foundry Street. Newland Motors in due course became a limited company in 1936 and a taxi and car hire business known as "Nortax" was established. Operating premises for this latter business were opened in Newland adjacent to Welsh House and the Market Square. Nortax subsequently became a well known and leading taxi operation in the Northampton area.



*An illustration of Studebaker NH 7263 with its Metcalfe's twenty-seat coach body that was frequently used in Nightingale's advertising and publicity materials.*

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	NH 2539	Dodge	17cwt			?		2/20	—	?		No further owner	1
	OB 1500	Ford	T			Van		5/20	—	?			1
	BD 5301	Guy	B	1010		B36R		2/21	—	10/27		No further owner	
	BD 3788	"		464		C25		9/19	c-/22	6/24	E Perrin, Northampton	No further owner	2
	NH 4288	"			Dodson	B32R		c7/22	—	?			3
	NH 4273	"	BA	3601		AW		4/23	—	?		No further owner	
	NH 4669	"				C26		c4/23	—	by 2/32			4
	NH 5385	"	BA	2164		Ch16		3/24	—	2/34		United Counties (360)	
Plus three or four unidentified vehicles. Possible registrations are NH 4190 new 6/22 and NH 5169 new circa 10/23.													
	NH 6162	Guy				AW26		4/25	—	2/34	Southdown M S Ltd (321)	No further owner	
	BP 6985	"	B	1082		B30F		-521	2/26	By -/28		Mason, Blackheath	
	NH 6805	REO	Sprinter	128122		Ch13		3/26	—	2/34		United Counties (362)	
	NH 7263	Studebaker	20hp	3173030	Metcalfes	C20F		9/26	—	"		" " (355)	
	NH 7637	"		3173306		AW18		4/27	—	"		" " (354)	
	NH 8095	G.M.C.	T20	204560		C14		12/27	—	"		" " (361)	
	NH 8144	Karrier				B		2/28	—				5
	NH 8294	Guy	B	22670		AW25F		4/28	—	2/34		United Counties (359)	
	NH 8961	Gilford	166SD	10688	Metcalfes	C25F		3/29	—	"		" " (352)	

**NOTES:- General** - Early charabanc were named - i.e. Crimson Lady, Crimson Dawn, Crimson Princess.

1 - NH 2539 & OB 1500 unclear if either used as a public conveyances

2 - BD 3788 was a 25hp Guy box van new to F H Spencer, Earls Barton who also used it as a public conveyance. By 2/21 it had passed to E Perrin, Northampton having been converted to a 25-seat coach.

3 - NH 4288 last owned by a Showman and last licensed 9/40.

4 - NH 4669 last owned by Geo Padfield, Penygraig and last licensed 2/37.

5 - NH 8144 contained a smoking compartment. Last licensed 11/39.



# Byparr Buses

of  
NORTHAMPTONSHIRE

Nightingale W A & Sons - Northampton

**NN-N11**  
Page 33

STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	NH 9526	Maudslay	ML3B	4375		C32F		7/28	11/29	2/34		United Counties (349)	1
	NH 7362	Brockway	EB7	16153	Buckingham	AW26D		12/26	12/29	"	W E Coombs, N'pton	" " (358)	
	NH7811	"	"	16160		Ch26		6/27	"	"	" " "	" " (357)	
	NH 7814	"	"	16156		Ch26		6/27	"	"	" " "	" " (356)	
	?	?	?	?		?		?	"	?	" " "		2
	NH9708	Gilford	168OT	11280		C31R		4/30	—	2/34		United Counties (351)	
	VV 130	Maudslay	Meteor ML6A	4905	Spicer	C31F		8/30	—	"		" " (348)	
	VV 498	Gilford	168OT	11764	Petty	C30F		3/31	—	"		" " (350)	
	VV 1337	Maudslay	Masta ML3E	5053	Burlingham	C32F		6/32	—	"		" " (347)	
	UP 1283	Studebaker		3250466	Robson	C18		5/28	?	"	R Armstrong,. Ebchester (Majestic)	" " (353)	

NOTES:- 1 - NH 9526, registered 1/12/29, was previously Maudslay demonstrator WK 7470.  
2 - Details of a fourth coach taken over from W E Coombs are not known.