

# Bygone Buses

of  
NORTHAMPTONSHIRE

NN-KW1  
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## K.W. Services

### High Street, BLAKESLEY

KW Services was formed on 1st June 1932 by an amalgamation of the bus businesses of the Kingston Brothers and Jack Welton. The stories of these two operators prior to June 1932 can be found in papers NN-KI1 for Kingston Bros and in NN-WE6 for Welton.

At the time of the amalgamation Kingston Bros were running two vehicles, a Star Flyer dating from 1928 registered RP 5328, used mainly on the bus services and an almost new A.J.S. Pilot acquired principally for private hire and excursions. Photographs of both these machines appear in paper NN-KI1. Jack Welton was operating just one coach at the time of the formation of the KW partnership and this was a late 1930 Gilford 168OT with thirty-two seat Duple body, registered RP 9593. As there were three partners and three buses it is assumed, but not confirmed, that each partner held an equal share in the business.

The Kingstons' premises at High Street, Blakesley became KW's main operating base but one bus continued to be parked at Welton's Maidford premises for many years. New Road Service Licences had to be obtained from the Traffic Commissioners when existing licences became due for renewal. The following were granted:-

TER 2297/1 - Stage Carriage - **Woodend to Banbury** via Blakesley, Maidford, Adstone, Canons Ashby, Moreton Pinkney, Culworth and Thorpe Mandeville. *Thursdays*. (Previously Kingston Bros TER 295/2).

TER 2297/2 - Stage Carriage - **Woodend to Northampton** via Blakesley, Adstone, Maidford, Litchborough, Bugbrooke and Kislingbury. *Saturdays and Sundays*. (Previously Kingston Bros TER 295/1 and Welton E10595).

TER 2297/3 - Stage Carriage - **Eydon to Northampton** via Woodford Halse, Preston Capes, Maidford, Farthingstone, Litchborough, Bugbrooke and Kislingbury. *Wednesdays, Saturdays and Sundays*. (Previously Welton E10595).

TER 2297/4 - Stage Carriage - **Maidford to Banbury** via Preston Capes, Woodford Halse, Eydon, Culworth and Thorpe Mandeville. *Thursdays*. (Previously Welton E10594).

TER 2297/5 - Excursions & Tours - starting from **Blakesley**, High Street Garage. (Previously Kingston Bros).

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.

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■ **K.W. Services - Blakesley** .....  
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There were some modifications to the former timetables and co-ordination with United Counties over the Bugbrooke - Northampton section of route. Similarly at the Banbury end of the relevant services, co-ordination with Midland Red meant that local traffic could not be carried over the Middleton Cheney - Banbury section of route.

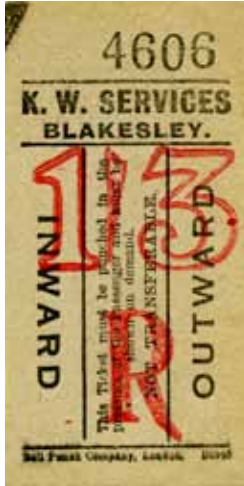
In May 1933 KW Services applied to the Traffic Commissioners to incorporate the services being operated by T G Lamb of Byfield between that village and Northampton via Woodford Halse, Preston Capes, Maidford, Litchborough, Bugbrooke and Kislingbury into its own Eydon to Northampton timetable. The story of T G Lamb can be found in paper NN-LA3. At the same time new timetables for the Woodend to Northampton, the Woodend to Banbury and the Maidford to Banbury services were proposed. Furthermore, two new stage-carriage routes were applied for with TER 2297/6 running from Little Preston via Preston Capes, Adstone, Maidford, Farthingstone, Litchborough and the usual route via Bugbrooke to Northampton on Wednesdays only. The second new service, under reference TER 2297/7, was from Woodend to Northampton via a different route, proceeding via Blakesley, Foxley, Foster's Booth and Rothersthorpe but offering protection to other operators between Foster's Booth and Northampton. This latter service was proposed for Wednesday and Saturday operation.

T G Lamb's licence from Byfield to Northampton specifically prohibited the carriage of local traffic between Bugbrooke and Northampton to protect United Counties' services between these points. As a result of the various changes to KW's services proposed in the preceding paragraphs, meetings between KW and United Counties took place and a formal agreement was entered into whereby KW Services agreed not to pick up and set down the same passengers between Bugbrooke and Northampton in consideration for United Counties paying KW the sum of £10 and withdrawing their objections to the KW timetable alterations. This agreement was accepted by the Traffic Commissioners who thereafter attached the picking up and setting down restrictions to KW's licences when granting all the aforementioned applications. Shortly afterwards, in June 1933, KW Services applied for a small group of excursions starting from Woodford Halse and these were granted from 30th of that month. KW Services did not acquire the Chevrolet bus T G Lamb was using on his services.

Service changes during March 1934 saw the addition of a Sunday service on the Maidford to Banbury route, comprising two return trips between the terminals with the addition of a Woodford Halse to Banbury return facility. Later in the year this service was reduced for the winter period. The only other changes of consequence were additions or deletions to the range of excursions authorised on the Blakesley and Woodford Halse licences.

In May 1934 KW Services bought its first new coach and this was a twenty-seat Dennis Ace fitted with a Dennis body and registered NV 3500 on 14th May. Sadly a photograph of it has not come to light. It is likely that this new vehicle replaced the Star Flyer RP5328 but this is not certain. KW Services' livery was blue and cream

K.W. Services - Blakesley



Incidentally, KW Services used a bell punch ticketing system with tickets provided by the Bell Punch Company. Illustrated alongside is a 1/3d return ticket which dates from about Autumn 1934.

The main item of interest for 1935 was the acquisition of the bus operations of Harry Coggins of Weston-by-Weedon who ran a couple of services to Banbury. Known details of this operator can be found in paper NN-CO3.

Coggins held licences for a Lois Weedon to Banbury service which he ran on Thursdays and Saturdays via Weston, Moreton Pinkney, Culworth and Thorpe Mandeville. Also, on Saturdays, he ran from Helmdon to Banbury via Sulgrave and Thorpe Mandeville. These two licences, when granted to KW Services on 18th March 1935, were allotted the Traffic Commissioners' references TER 2297/9 and TER 2297/10 respectively. Coggins was also permitted to run excursions from Weston and the licence for this in KW's hands became TER 2297/11.

At the time of acquisition, Harry Coggins was running two buses, a REO Speed Wagon for which the registration number has not yet been ascertained and a Bedford WLB registered NV 970. Both vehicles passed into the KW fleet in March 1935.

Minor timetable changes thereafter occurred at various times of the year and the Saturday operations of the former Coggins routes to Banbury were revised in August 1935 to take account of KW Services' experience in operating these services.

Concurrently with the acquisition of Harry Coggins' operations, KW Services ordered a Maudslay Mogul chassis onto which was mounted a handsome coach body by Messrs Grose Ltd of Northampton. This vehicle seated thirty-two passengers and was registered NV 5120 on 29th March 1935, thereafter becoming KW's front-line coach for a number of years.

Towards the end of 1935, probably in October but possibly a little later, KW Services acquired an almost new Dennis Lancet saloon with thirty-two seat Dennis bodywork, registered BKK 898. This vehicle had been new in May 1935 to the Penn Bus Company Ltd of Tylers Green, Buckinghamshire and taken over by Thames Valley on 1st August 1935. This latter company almost immediately sold BKK 898 to a London Dealer and it is

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K.W. Services - Blakesley



*The elegantly styled Grose bodied Maudslay ML3K supplied to KW Services in March 1935. The shaped glass louvres have Blakesley, Northampton, Maidford and Banbury painted on them, presumably in gold.*

believed that KW Services acquired it from this latter source. This vehicle was KW Services' final purchase and in this paper it has been assumed that all the rolling stock acquired by KW Services, with the exception of NV 5120 were additional to the fleet. As withdrawal dates of older vehicles are not known, the validity of this assumption is open to question. For example, it may be that NV 388, RP 9593 or the REO Speed Wagon were replaced by the Dennis Lancet BKX 898 but without full information it is impossible to be precise.

In January 1936, during a road staff strike affecting United Counties' operations, KW Services applied to the Traffic Commissioners to remove the picking up and setting down restrictions that existed on services running between Bugbrooke and Northampton. In addition, a new and significant service between Lower Heyford, Bugbrooke, Kislingbury and Northampton was applied for under reference TER 2297/12. The appropriate short term licence was granted to cover United Counties' strike period but inevitably United Counties objected to the substantive proposals, as did Northampton Corporation. As the damaging strike was soon over, the application for the Lower Heyford to Northampton service was withdrawn. However, the Traffic Commissioners did relax the picking up restrictions between Bugbrooke and Northampton by removing it after 1.00pm on Saturdays.

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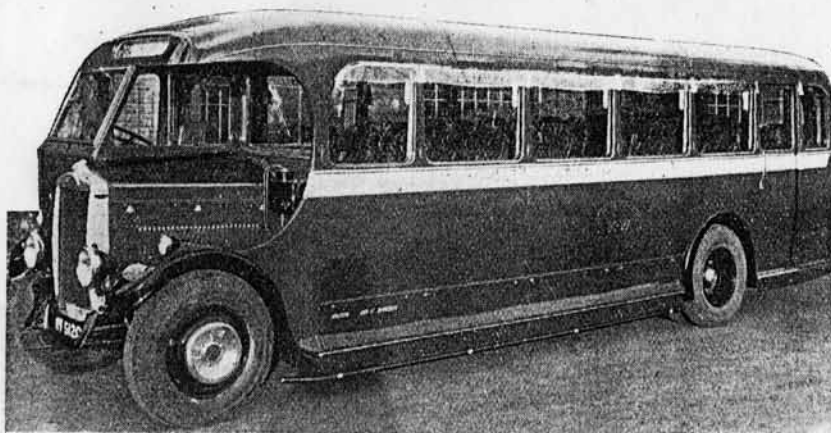
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K.W. Services - Blakesley



*The Dennis bodied Lancet BKX 898 in KW Services' ownership. It is interesting to note that the legal lettering on this vehicle reads "J W Kingston, Blakesley, Northants" whilst that on NV 5120 reads "Kingston, High Street, Blakesley". Welton's name is not mentioned on either vehicle but both have "KW Services" on their sides.*

NOW IS THE TIME - - -



One of the K.W. Services Super Modern Coaches.

**K.W. SERVICES**

MOTOR COACH PROPRIETORS.

To Get Quotations  
for Your

**HOLIDAY  
OUTINGS**

Modern Up-to-date Saloon Coaches  
seating 20, 26 and 32 passen-  
gers are at your service. Any  
size Parties are catered for.



**BUS SERVICES** from  
**PLOUGH HOTEL**  
to Blakesley, Woodford  
Halse, Eydon  
and Intermediate Villages.

**BLAKESLEY**  
Phone Blakesley 8.

*A facsimile of a KW Services advertisement appearing in the Northampton Independent of 12th April 1935 and incorporating a photograph of Maudslay NV 5120.*

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K.W. Services - Blakesley

### LOIS-WEEDON to BANBURY.

	SATURDAYS.					THURSDAYS.		
	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.
Leave Lois-Weedon	12 55	4 50	—	—	9 55	9 30	12 50	—
Weston	1 0	4 55	—	—	10 0	9 40	1 0	4 0
Moreton	1 5	5 0	—	8 30	—	—	1 10	—
Culworth	1 15	5 10	6 30	—	—	—	1 20	—
Maggie (for Sulgrave)	1 18	5 13	6 33	8 35	10 15	—	1 30	—
Thorpe Mandeville	1 20	5 15	6 40	8 40	10 20	10 5	1 35	4 25
Banbury (arr.)	1 35	5 30	6 55	8 55	10 35	10 20	1 50	4 40

	SATURDAYS.					THURSDAYS.		
	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.
Leave Banbury	—	4 0	8 0	9 0	10 45	12 0	3 0	4 45
Thorpe Mandeville	—	4 15	8 15	9 15	11 0	12 15	3 15	5 0
Maggie (for Sulgrave)	—	4 17	8 17	—	—	—	—	5 5
Culworth	—	4 20	8 20	—	11 5	—	—	5 15
Moreton	—	4 30	8 30	—	—	12 30	—	5 20
Weston	—	4 35	—	9 40	11 40	12 40	3 35	5 40
Lois-Weedon	—	4 40	—	9 45	11 45	12 45	3 40	5 45

S.	2	Weston.
R.	3	
S.	4	3 Moreton-Pinkney.
R.	6	4
S.	6	4 3 Culworth.
R.	9	6 6
S.	6	5 4 3 Sulgrave.
R.	9	9 8 4
S.	8	8 6 3 3 Thorpe-Mandeville.
R.	1/-	1/- 9 6 4
S.	1/-	1/- 1/- 8 9 6 Banbury.
R.	1/8	1/8 1/8 1/4 1/2 1/-

# K.W. SERVICES

(KINGSTON BROS. & J. WELTON)

## BLAKESLEY

### REVISED TIME TABLE

Commencing Saturday, September 28th

PRIVATE HIRE A SPECIALITY

LATEST 20-26 and 32 SEATER COACHES

Write, Call or Phone Blakesley 8 or 16 for Terms

DANCES, FETES, FOOTBALL MATCHES, Etc. Catered for

### EYDON to NORTHAMPTON.

	SATURDAYS.				SUNDAYS	
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leave Eydon	9 0	12 40	3 40	7 15	—	—
Woodford Halse	9 5	12 50	3 45	7 25	12 50	7 50
Preston Capes	9 15	1 0	3 55	7 35	1 0	8 0
Maidford	9 25	1 10	4 5	7 50	1 10	8 10
Farthingstone	9 35	1 20	4 15	8 0	1 20	8 20
Litchborough	9 40	1 25	4 20	8 5	1 25	8 25
Bugbrooke	9 50	1 35	4 30	8 15	1 35	8 35
Kislingbury	9 55	1 40	4 35	8 20	1 40	8 40
Northampton (arr.)	10 10	1 55	4 50	8 35	1 55	9 0

	SATURDAYS.				SUNDAYS	
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leave Northampton	11 0	2 30	6 0	9 0	3 0	10 0
Kislingbury	11 15	2 45	6 15	9 15	3 10	10 15
Bugbrooke	11 20	2 50	6 20	9 20	3 20	10 20
Litchborough	11 30	3 0	6 30	9 30	3 30	10 30
Farthingstone	11 35	3 5	6 35	9 35	3 35	10 40
Maidford	11 45	3 10	6 45	9 45	3 45	10 50
Preston Capes	12 25	3 20	6 55	9 55	3 55	11 0
Woodford Halse	12 35	3 30	7 5	10 5	4 5	11 10
Eydon (arr.)	12 40	3 35	7 15	10 15	—	—

S.	3	Woodford Halse.
R.	6	
S.	6	3 Preston Capes.
R.	1/-	6
S.	6	6 3 Maidford.
R.	1/-	1/- 6
S.	9	9 3 3 Farthingstone.
R.	1/4	1/4 6 6
S.	1/-	10 9 3 3 Litchborough.
R.	1/4	1/4 1/- 6 6
S.	1/-	1/- 1/- 6 6 3 Bugbrooke.
R.	2/-	2/- 1/6 1/- 1/- 6
S.	1/3	1/3 1/- 9 9 6 Kislingbury.
R.	2/3	2/3 1/9 1/6 1/6 1/-
S.	1/6	1/6 1/3 1/- 1/- 9 Northampton.
R.	2/6	2/6 1/9 1/9 1/6

### LITTLE PRESTON to NORTHAMPTON.

WEDNESDAYS ONLY.

	LITTLE PRESTON.			NORTHAMPTON.		
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leave Little Preston	9 2	1 2	5 2	12 0	3 0	6 30
Preston Capes	9 5	1 5	5 5	12 15	3 15	6 45
Adstone	9 15	1 15	5 15	12 20	3 20	6 50
Maidford	9 20	1 20	5 20	12 30	3 30	7 0
Farthingstone	9 25	1 25	5 25	12 35	3 35	7 5
Litchborough	9 30	1 30	5 30	12 40	3 40	7 10
Bugbrooke	9 40	1 40	5 40	12 45	3 45	7 15
Kislingbury	9 45	1 45	5 45	12 55	3 55	7 25
Northampton (arr.)	10 0	2 0	6 0	12 58	3 58	7 28

S.	2	Little Preston.
R.	3	Preston Capes.
S.	4	3 Adstone.
R.	6	6
S.	3	3 2 Maidford.
R.	6	6 4
S.	5	5 4 3 Farthingstone.
R.	9	9 8 6
S.	6	6 4 3 3 Litchborough.
R.	1/-	1/- 8 6 6
S.	9	9 7 6 6 3 Bugbrooke.
R.	1/3	1/3 1/- 9 9 6
S.	1/-	1/- 10 9 9 6 Kislingbury.
R.	1/9	1/9 1/4 1/3 1/3 1/-
S.	1/3	1/3 1/- 1/- 1/- 9 Northampton
R.	2/-	2/- 1/9 1/9 1/9 1/6

A facsimile of KW Services timetables commencing on Saturday 28th September 1935.

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### K.W. Services - Blakesley

#### WOODEND to NORTHAMPTON, Direct.

	WEDNESDAYS			SATURDAYS		
	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
Leave Woodend	9 5	1 15	5 0	9 5	1 5	4 30
Blakesley	9 8	1 18	5 3	9 8	1 8	4 33
Foxley	9 15	1 25	5 10	9 15	1 15	4 40
Fosters Booth	9 25	1 35	5 20	9 25	1 25	4 50
Rothersthorpe	9 40	1 50	5 35	9 40	1 40	5 5
Northampton (arr.)	9 50	2 0	5 45	9 50	1 50	5 15

	WEDNESDAYS			SATURDAYS		
	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
Leave Northampton	12 0	3 0	6 15	11 20	2 15	6 0
Rothersthorpe	12 10	3 10	6 25	11 30	2 25	6 10
Fosters Booth	12 25	3 25	6 40	11 45	2 40	6 25
Foxley	12 35	3 35	6 50	11 55	2 50	6 35
Blakesley	12 42	3 42	6 57	12 2	2 57	6 42
Woodend (arr.)	12 45	3 45	7 0	12 5	3 0	6 45

Woodend.	
S.	2
R.	3
S.	4 3
R.	6 4
S.	8 6 3
R.	1/- 9 6
S.	1/- 1/- 9
R.	1/4 1/4 1/3
S.	1/3 1/3 1/-
R.	1/6 1/6 1/6

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

PRIVATE HIRE.—Charabancs and Buses may be hired for small or large parties.

K. W. SERVICES  
BLAKESLEY.

#### WOODEND to NORTHAMPTON, Via Adstone.

	SATURDAYS			SUNDAYS	
	a.m.	p.m.	p.m.	p.m.	p.m.
Leave Woodend	—	—	—	12 55	7 55
Blakesley	10 0	1 0	5 30	1 0	8 0
Adstone	10 10	1 10	5 40	—	8 10
Maidford	10 15	1 15	5 45	10 15	1 15
Litchborough	10 20	1 20	5 50	10 20	1 25
Bugbrooke	10 30	1 30	6 0	10 30	1 35
Kislingbury	10 35	1 35	6 10	10 35	1 40
Northampton (arr.)	10 50	1 50	6 20	10 50	1 50

	SATURDAYS			SUNDAYS	
	a.m.	p.m.	p.m.	p.m.	p.m.
Leave Northampton	3 0	6 30	9 0	3 0	10 0
Kislingbury	3 15	6 45	9 15	3 15	10 15
Bugbrooke	3 20	6 50	9 20	3 20	10 20
Litchborough	3 30	7 0	9 30	3 30	10 30
Maidford	3 35	7 5	9 35	3 35	10 35
Adstone	3 40	7 10	9 40	3 40	10 40
Blakesley	3 50	7 20	9 40	3 50	10 50
Woodend (arr.)	—	—	—	3 55	11 5

Woodend.	
S.	2
R.	3
S.	4 3
R.	6 6
S.	4 3 2
R.	6 4 4
S.	6 6 5 3
R.	9 8 8 4
S.	9 9 7 6 3
R.	1/3 1/2 1/- 9 6
S.	1/- 1/- 10 9 6
R.	1/6 1/6 1/4 1/3 1/-
S.	1/3 1/3 1/1 1/- 9
R.	1/9 1/9 1/9 1/9 1/6

#### MAIDFORD to BANBURY.

##### THURSDAYS ONLY.

Leave			Leave		
a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Maidford	9 50	4 45	Banbury	12 25	3 30
Preston Capes	10 0	4 55	Thorpe Mandeville	12 45	3 50
Woodford Halse	10 10	5 0	Magpie (for Sulgrave)	12 48	3 53
Eydon	10 15	5 10	Culworth	12 50	3 55
Culworth	10 25	5 20	Eydon	1 0	4 5 6 35
Magpie (for Sulgrave)	10 28	5 23	Woodford Halse	—	4 10 6 46
Thorpe Mandeville	10 30	5 25	Preston Capes	—	4 20 6 50
Banbury (arr.)	10 50	5 45	Maidford	—	4 30 7 0

##### SUNDAYS ONLY.

Leave			Leave		
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Maidford	1 15	8 15	Banbury	2 45	6 0
Preston Capes	1 20	8 20	Thorpe Mandeville	3 0	6 15
Woodford Halse	1 30	8 30	Magpie (for Sulgrave)	3 3	6 18
Eydon	1 35	8 35	Culworth	3 5	6 20
Culworth	1 45	8 45	Eydon	3 15	6 30
Magpie (for Sulgrave)	1 48	8 48	Woodford Halse	3 20	6 35
Thorpe Mandeville	1 50	8 50	Preston Capes	3 30	6 45
Banbury (arr.)	2 5	9 5	Maidford (arr.)	3 35	6 50

Maidford.	
S.	3
R.	6
S.	6 3
R.	1/- 6
S.	6 3 3
R.	1/- 6 6
S.	8 6 6 3
R.	1/2 1/- 9 6
S.	10 9 8 6 3
R.	1/4 1/3 1/- 1/- 6
S.	1/3 1/3 1/- 1/- 8 6
R.	2/- 2/- 1/9 1/9 1/4 1/-

#### WOODEND to BANBURY.

##### THURSDAYS ONLY.

Leave		Leave	
p.m.	p.m.	p.m.	p.m.
Woodend	9 30	Banbury	12 30
Blakesley	9 35	Thorpe Mandeville	3 50
Maidford	9 45	Culworth	3 55
Adstone	9 50	Moreton Pinkney	4 10
Moreton Pinkney	10 0	Adstone	4 20
Culworth	10 15	Maidford	4 25
Thorpe Mandeville	10 20	Blakesley	4 35
Banbury (arr.)	10 40	Woodend (arr.)	4 40

Woodend.	
S.	2
R.	3
S.	4 3
R.	6 4
S.	4 3 2
R.	6 6 4
S.	7 6 4 2
R.	1/- 1/- 8 4
S.	9 8 6 5 3
R.	1/3 1/2 1/- 9 6
S.	11 10 9 8 6 3
R.	1/9 1/8 1/4 1/3 1/- 6
S.	1/3 1/3 1/3 1/2 1/- 8 6
R.	2/- 2/- 2/- 1/9 1/4 1/-

#### HELMONDON to BANBURY. SATURDAYS ONLY.

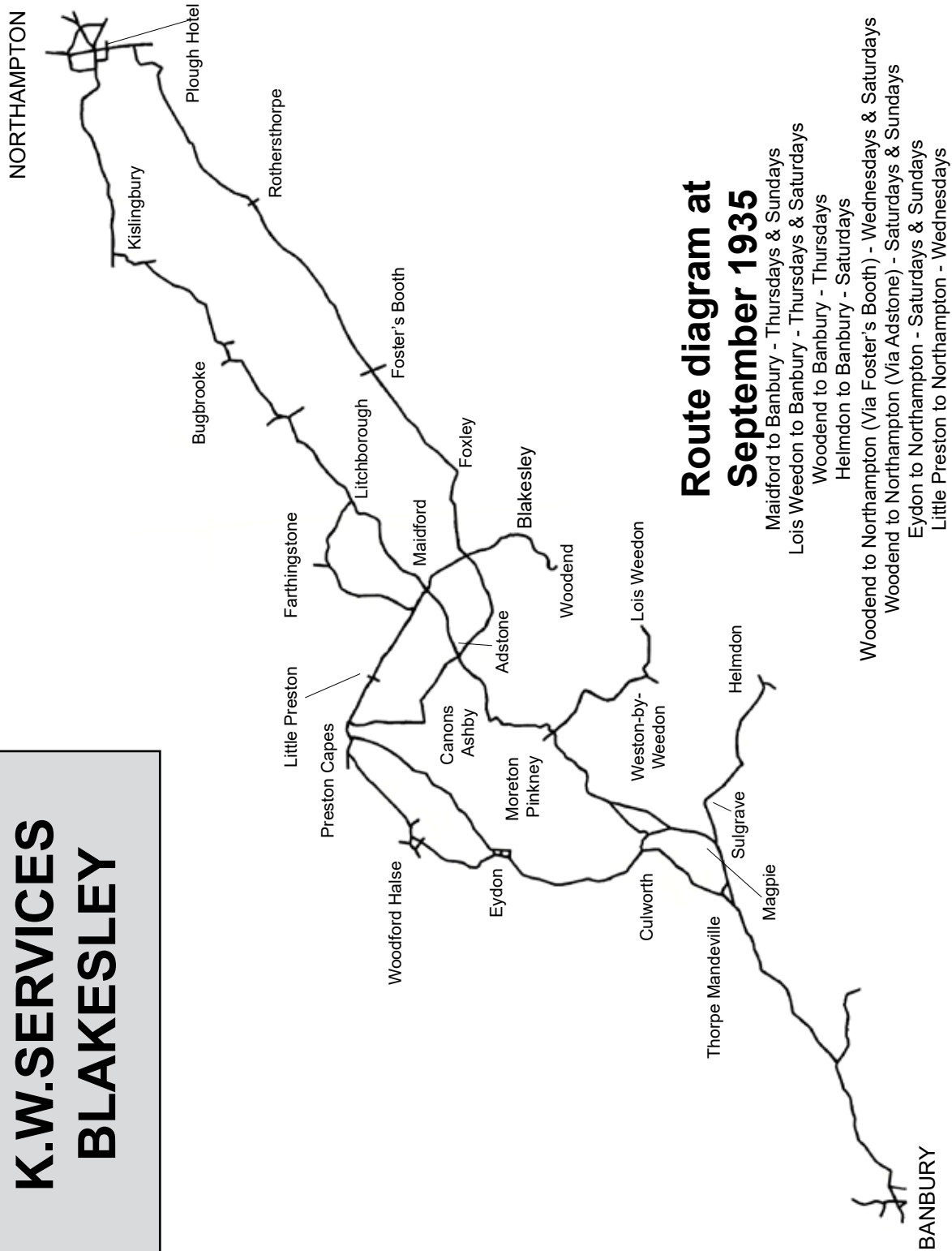
Leave				Leave			
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Helmdon	2 20	6 15	9 35	Banbury	1 45	5 40	9 0
Sulgrave	2 25	6 20	—	Thorpe M'ville	2 0	5 55	9 15
Thorpe M'ville	2 35	6 40	10 20	Sulgrave	2 5	6 0	9 20
Banbury (arr.)	2 50	6 55	10 35	Helmdon (arr.)	2 15	6 10	9 30

Helmdon.	
S.	3
R.	6
S.	4 3
R.	6 4
S.	10 9 6
R.	1/6 1/2 1/-

A facsimile of KW Services timetables commencing on Saturday 28th September 1935.

K.W. Services - Blakesley

**K.W.SERVICES  
BLAKESLEY**



### Route diagram at September 1935

- Mairdord to Banbury - Thursdays & Sundays
- Lois Weedon to Banbury - Thursdays & Saturdays
- Woodend to Banbury - Thursdays
- Helmdon to Banbury - Saturdays
- Woodend to Northampton (Via Foster's Booth) - Wednesdays & Saturdays
- Woodend to Northampton (Via Adstone) - Saturdays & Sundays
- Eydou to Northampton - Saturdays & Sundays
- Little Preston to Northampton - Wednesdays



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**K.W. Services - Blakesley**

To operate the September 1935 timetable, two buses were required on Sundays and Wednesdays, three on Thursdays and four on Saturdays. With a fleet of seven vehicles KW Services had three spare vehicles for excursion and private hires on their busiest days, Saturdays.

At this stage, Philip Kingston decided he would prefer to concentrate on the garage and vehicle maintenance side of the business and leave the bus operations to his fellow partners. William Kingston and Jack Welton were in agreement and the appropriate legal and financial matters were concluded. Subsequent events suggest that Jack Welton may have ended up with a marginally larger financial interest in KW Services than William Kingston, but this is far from clear.

In December 1936 William Kingston and Jack Welton decided, with others, to form a private limited company as a result of which, after 31st December 1936, KW Services ceased to exist. The story of KW in its reconstituted form is continued in paper NN-KW2.

\* \* \* \* \*



A photograph of Bedford WLB registered NV 970 has become available since this paper was first written, albeit located at Porthcressa garge in Hugh Town in the Scilly Isles. (Photo courtesy Travel Lens).

# Bygone Buses

of  
NORTHAMPTONSHIRE

KW Services - Blakesley

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STOCK NO.	REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
		MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
	RP 5328	Star	Flyer	?	Hasker	B20F		2/28	6/32	3/35?	Kingston Bros, Blakesley		1
	NV 388	A.J.S.	Pilot	1003	Petty	C26F		6/31	6/32	12/36	Kingston Bros, Blakesley	KW Services Ltd, Blakesley	
	RP 9593	Gilford	168OT	11657	Duple	C32F	1957	11/30	6/32	12/36	J Welton, Maidford	KW Services Ltd, Blakesley	
	NV 3500	Dennis	Ace	200149	Dennis	C20F		5/34	-	12/36	-	KW Services Ltd, Blakesley	
	?	REO	Speed Wagon	129880	Eaton	B14		-/26	3/35	12/36	H Coggins, Weston	KW Services Ltd, Blakesley	
	NV 970	Bedford	WLB	108341		20		1/32	3/35	12/36	H Coggins, Weston	KW Services Ltd, Blakesley	
	NV 5120	Maudslay	ML3K	5188	Grose	C32R		3/35	-	12/36	-	KW Services Ltd, Blakesley	
	BKX 898	Dennis	Lancet I	170905	Dennis	C32C		5/35	c10/35	12/36	London Dealer (possibly Arlington)	KW Services Ltd, Blakesley	2

**NOTES:** 1 - Registration records show chassis number as 887 but this conflicts with official Star records. RP5328 was last owned by and licensed to G Harris, Wellingborough - 9/37.  
2 - New to Penn Bus Co Ltd, Tylers Green passing to Thames Valley 8/35 and London Dealer 10/35.