

Bygone Buses

of
NORTHAMPTONSHIRE

NN-WE4A

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WELLINGBOROUGH 'BUS COMPANY WELLINGBOROUGH

This paper is of necessity rather vague as it is not known by the Author whether the above named company was, in fact, the Wellingborough Motor Omnibus Co. Ltd. or a separate outfit.

The timetable reproduced below details a service running between the junction of Market Street/Midland Road, Wellingborough and the town's Midland Railway Station. Presumably it operated on Mondays to Saturdays, with the 11.00 a.m. departure running only on Tuesdays, Wednesdays and Fridays, and the 7.45 p.m., 8.07 p.m. and 10.05 p.m. departures operating only on Saturdays.

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| WELLINGBOROUGH 'BUS COMPANY | |
|-----------------------------------|-------|
| TIME - TABLE. | |
| (APPROXIMATE). | |
| MIDLAND RAILWAY STATION. | |
| Depart from Top of Midland Road. | |
| | a.m. |
| | 9 10 |
| | 9 45 |
| | 10 25 |
| Tuesdays, Wednesdays, Fridays ... | 11 0 |
| | 11 53 |
| | p.m. |
| | 12 5 |
| | 1 20 |
| | 1 42 |
| | 2 50 |
| | 3 30 |
| | 4 10 |
| | 4 45 |
| | 5 30 |
| | 6 5 |
| | 7 25 |
| Saturdays only | 7 45 |
| " " | 8 7 |
| " " | 10 5 |

Arrive at the Station about 5 minutes after time of starting.

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.

WELLINGBOROUGH 'BUS COMPANY

The timetable is taken from Wharton's Wellingborough Railway Time Table, Post Office Guide, and Motor 'Bus Time Table of December 1915. The booklet lists all the known Wellingborough Motor Omnibus Company's timetables, each page being headed with the complete company title. However, the Station service, which W.M.O.C. is not known to have operated, is headed differently, both in the type face used and in the company title.

The operation clearly ties up one bus for much of the day and would have been unlikely to have earned sufficient revenue to attract the Wellingborough Motor Omnibus Company. Even in reverse gear it could not have taken eight minutes to traverse the distance between the service's two terminals, so possibly the timetable may have been for a horse bus service?