

SALT. William Henry t/a The King's Cliffe Bus Service Brook House, Bridge Street, KING'S CLIFFE

Little is known of the personal history of William Henry Salt - apparently known as Jack - but he was residing in Bridge Street, King's Cliffe by 1923 and in July of that year he purchased a Ford T which was registered BD 8181 on 13th of that month. The Ford seated fourteen passengers and was licensed both as a Hackney Carriage and as a Goods vehicle, being supplied by St. John's Garage, Stamford.

Sometime during the 1920s Salt established services from King's Cliffe via Collyweston and Easton-on-the-Hill to Stamford on Fridays and Saturdays, providing two return journeys each day, and from King's Cliffe via Apethorpe, Woodnewton, Fotheringhay, Nassington, Yarwell, Wansford, Stibbington, Sibson, Water Newton and Alwalton to Peterborough on Wednesdays and Saturdays.

Following the passing of the 1930 Road Traffic Act, William Henry Salt applied to the Traffic Commissioners to continue the two services mentioned above, which he had been operating during the year prior to the enactment of the Road Traffic Bill, although by this time the Stamford service commenced at Woodnewton, passing through Apethorpe and almost certainly operating only on Fridays. The timings at this juncture were 10.15am from Woodnewton to Stamford and 1.30pm from Apethorpe to Stamford, with return journeys from Stamford to Woodnewton at 12.45pm and 4.30pm. In October 1931 Salt applied for an Excursions and Tours licence starting from King's Cliffe. However, only Skegness, Wicksteed Park and a general clause for other special occasions featured on the licence so the good people of King's Cliffe had a very restricted choice of tours. By September 1933 the terminals of the Stamford service had reverted to King's Cliffe and Stamford. Throughout the period William Salt operated his bus services the routes and timings were altered very little. The terminus in Stamford was changed to Station Road in July 1938 but it is not clear where it was prior to this time. At August 1932 Salt's Peterborough timetable was as follows:

Bygone Buses

of
NORTHAMPTONSHIRE

NN-SA3

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	Sat. a.m.	Wed. p.m.	Sat. p.m.	Sat. p.m.		Sat.& Wed. p.m.	Sat. p.m.	Sat.& Wed. p.m.	Sat. p.m.
King's Cliffe	9.15	1.30	4.30	6.30	Peterborough	12.30	3.00	5.30	9.15
Apethorpe	9.20	1.35	4.35		Alwalton	12.40	3.10	5.40	9.25
Woodnewton	9.25	1.40	4.40		Water Newton	12.50	3.20	5.45	9.30
Fotheringhay	9.30	1.45	4.50		Wansford	12.55	3.25	5.50	9.40
Nassington	9.40	1.50	4.55		Yarwell	1.00	3.30	5.55	9.45
Yarwell	9.45	2.00	5.00		Nassington	1.05	3.35	6.00	9.50
Wansford	9.50	2.05	5.05		Fotheringhay	1.10	3.40	6.10	9.55
Water Newton	10.00	2.15	5.15		Woodnewton	1.20	3.50	6.15	10.00
Alwalton	10.10	2.25	5.20		Apethorpe	1.25	3.55	6.20	10.10
Peterborough	10.20	2.35	5.30	7.35	King's Cliffe	1.30	4.00	6.25	10.15

W. H. SALT

Stage Carriage Services:
 King's Cliffe - Apethorpe - Woodnewton -
 Fotheringhay - Nassington - Yarwell - Wansford -
 Water Newton - Alwalton - Peterborough.

King's Cliffe - Apethorpe - Woodnewton - Oundle.

King's Cliffe - Collyweston - Easton on the Hill - Stamford.

With regard to rolling stock, it is believed that William Salt generally operated only one vehicle at a time but during the 1928-30 period when he was running to both Stamford and Peterborough on Saturdays, he had two machines. His second bus was a secondhand REO, probably a Speed Wagon, registered FY 8560 which had previously been owned by Smith of Rippingale. The Ford - BD 8181 - lasted until March 1930 and probably was not replaced, reducing the fleet to the one REO - FY 8560. In the summer of 1933 the REO was replaced by RY 8171, a 1929 Dennis F twenty-six seat bus and this machine gave three years service, being replaced in 1936 by an even older REO registered RY 5307 that had previously been operated by Adams & Sons of Middleton. This was a twenty-seater which was new in August 1927 and it lasted for only about a year. William Salt's next bus or buses have not been identified.

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During the War, William Salt was granted a permit in October 1940 to run a King's Cliffe to Oundle service on Thursdays only and operating via Apethorpe and Woodnewton, presumably to cater for an essential transport need. Salt was also granted a permit to run from King's Cliffe R.A.F. Station to Stamford to convey military personnel for evening entertainment in the latter town.

A 1930 REO registered UD 4218, earlier owned by Trinder of Banbury, was bought around December 1943 to provide Salt with a serviceable bus and this was retained for a year. It is assumed that UD 4218 replaced whatever vehicle(s) had been acquired in 1937 or afterwards. William Salt was then indeed fortunate to be allocated a brand new Bedford OWB with utility Duple bodywork accommodating thirty-two passengers on slatted wooden seats, in November 1944, when this machine was registered CBD 940. This was to be Salt's final vehicle. The livery of Salt's buses in the early days was grey and he may have traded as "The Grey Bus Service". However, in later years he switched to cream for the base colour of his vehicles.



This illustration shows the Wartime utility Duple bodied Bedford OWB that was allocated to William Salt in November 1944, albeit depicted later in its life after it had passed to Percy Howard, also of King's Cliffe. (Photo courtesy of R Marshall)

After the War the King's Cliffe R.A.F. Station to Stamford service was discontinued and in May 1947 Salt made application to the Traffic Commissioners to add a Tuesday evening Peterborough excursion to his licence and this was granted in August 1947. The excursion was operated on a regular basis and it is surprising that it was not

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provided as a stage-carriage service. In February 1948 Salt made application to the Traffic Commissioners for a new Express service licence to convey workers from King's Cliffe, The Cross to Peterborough Bishop's Road Car Park in the mornings and return in the evenings, on weekdays, this being granted in May 1948.

By the summer of 1948 William Henry Salt was ready to retire and negotiations were opened with local King's Cliffe farmer and haulier, Percy Howard, for the latter to take over Salt's business. It is understood arrangements for the takeover were concluded at the end of June 1948 when Bedford OWB - CBD 940. - and Salt's licences passed to Percy Howard who's story forms paper NN-HO13. Having retired, William Salt moved to Fletton where he spent the rest of his days.

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Body No.	Dates			Former Owner	Disposal	Nts
							New	S/H	W/D			
BD 8181	Ford	T	7898560	?	B14	—	7/23	—	3/30	Supp St.John's Garage, Stamford	No further owner Towler, Emneth	
FY 8560	REO	Speed Wagon?	126105	Spicer?	B14?	—	12/25	10/28	6/33	Smith, Rippingale		
RY 8171	Dennis	F	80089	?	B26F	—	4/29	6/33	c -/36	Skinner, Spalding?		
RY 5307	REO	?	147007	?	20	—	8/27	c -/36	by 3/37	United Counties (286) Adams, Middleton		
?	?	?	?	?	?	?	?	by 3/37	?	?		
?	?	?	?	?	?	?	?	?	?	?		
UD 4218	REO	Pullman	GE210	?	C26F	?	12/30	by 12/43	12/44	Trinder, Banbury		
CBD 940	Bedford	OWB	23471	Duple	UB32F	39000	11/44	—	6/48	Supp Forsyth & Ferrier, Gt.Casterton		P C Howard, King's Cliffe