

Bygone Buses

of
NORTHAMPTONSHIRE

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AYRES. Amy & Wallace George Gaffield Plevna Cottage HARDINGSTONE

Details of the business of Amy and Wallace Ayres are sketchy but they acquired their first bus in September 1925, operating private hires. Although the Hardingstone based business was jointly owned, it always traded either as A. Ayres or Amy Ayres, with no mention of husband Wallace.

The first official record of Amy Ayres comes in March 1927 when she made application to Northampton Watch Committee for Hackney Carriage licences for three fourteen seater buses to ply for hire from Cattle Market Road, Northampton, these being duly granted. The purpose of plying for hire from Cattle Market Road was to provide a bus service from that point to Hardingstone and Piddington, a journey that took half-an-hour. On the face of it, Amy Ayres seems to have been quite successful as during the next three years she built up quite a substantial timetable which would have required at least two buses to operate it. Although Northampton County Borough Council authorised Amy Ayres to stand her

A. AYRES' BUS SERVICE—NORTHAMPTON, HARDINGSTONE and PIDDINGTON																	
Buses will start from and set down at the Plough Hotel.																	
MONDAY, TUESDAY, THURSDAY AND FRIDAY SERVICE.																	
LEAVE	A.M.	A.M.	A.M.	A.M.		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	
Pidd'ton	6 40	—	8 0	—		—	10 45	—	2 15	—	5 0		—	—	—	7 15	9 30
Har't'ne	6 55	7 0	8 15	8 45		10 45	11 0	1 15	2 30	4 15	5 15		5 30	6 0	6 45	7 30	8 0
N'ton ar	7 10	7 15	8 30	9 0		11 0	11 15	1 30	2 45	4 30	5 30		5 45	6 15	7 0	7 45	8 15
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.	P.M.	P.M.
N'pton	7 25	8 30	9 0	9 30	12 30	1 30	2 0	4 0	4 15	4 45	5 15	5 45	6 15	6 30	7 30	8 0	9 0
Har't'ne	7 40	8 45	9 15	9 45	12 45	1 45	2 15	4 15	4 30	5 0	5 30	6 0	6 30	6 45	7 45	8 15	9 15
Pidd'ton	7 55	—	—	10 0	—	2 0	—	—	4 45	—	5 45	—	6 45	—	—	—	9 30
SATURDAY SERVICE.																	
LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Piddington	6 40	—	8 0	—	9 30	—	10 45	—	—	—	1 15	—	—	—	—	—	3 0
Hardingstone	6 55	7 0	8 15	8 45	9 45	10 45	11 0	11 30	1 15	1 30	2 0	2 30	3 15	—	—	—	3 30
Northampton ar	7 10	7 15	8 30	9 0	10 0	11 0	11 15	11 45	1 30	1 45	2 15	2 45	3 30	—	—	—	—
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Piddington	—	—	—	4 45	—	6 0	—	—	—	—	8 0	—	—	—	—	9 45	—
Hardingstone	—	3 30	4 30	5 0	5 30	6 15	6 30	7 30	8 15	8 30	9 30	10 0	10 30	—	—	—	—
Northampton ar	—	3 45	4 45	5 15	5 45	6 30	6 45	7 45	8 30	8 45	9 45	10 15	10 45	—	—	—	—
LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	7 25	8 30	9 0	10 10	11 15	12 30	1 0	1 30	2 15	3 0	4 0	5 0	5 15	—	—	—	—
Hardingstone	7 40	8 45	9 15	10 25	11 30	12 45	1 15	1 45	2 30	3 15	4 15	5 15	—	—	—	—	—
Piddington ar	7 55	—	—	9 30	10 40	—	1 0	1 30	—	2 45	—	4 30	—	—	—	—	—
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Northampton	5 30	6 0	7 0	7 15	8 0	9 0	10 0	11 0	—	—	—	—	—	—	—	—	—
Hardingstone	5 45	6 15	7 15	7 30	8 15	9 15	10 15	11 15	—	—	—	—	—	—	—	—	—
Piddington ar	6 0	—	—	7 45	—	9 30	—	11 30	—	—	—	—	—	—	—	—	—

Extra Buses leave Hardingstone for Northampton at 4.0, 7.0 and 9.0 p.m.

vehicles at Cattle Market Road, by December 1930 at the latest, the timetable indicates that the nearby Plough Hotel was being used as the terminal.

Left:- Amy Ayres' Timetable at December 1930. (Mondays, Tuesdays, Thursdays, Fridays and Saturdays).

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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AYRES. - A. & W.G.G. HARDINGSTONE

Right:-

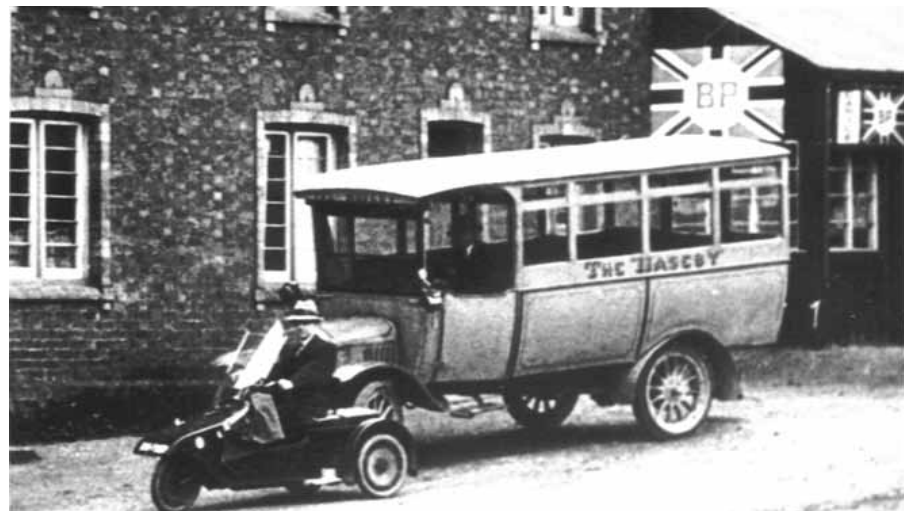
Amy Ayres' Timetable at December 1930. (Wednesdays & Sundays).

The first bus purchased by Amy Ayres was RP 1749 which was a fourteen seat Bean supplied new by Cave's Garage of 22 - 24 Horsemarket, Northampton. Amy Ayres is also known to have acquired two Ford T buses circa 1926, one previously having been used by Endor Halford of Naseby (NN-HA3) and registered BD 3252 and the other registered NH 4431 and believed to have formerly been the property of Charles Billington of Northampton (NN-BI2) Whilst it is known that Ayres had a Ford from Billington it is not certain that NH 4431 was that vehicle.

The above three machines were probably the three for which Northampton Watch Committee granted Hackney Carriage licences in March 1927. The two Ford T buses were both taken out of service in the Spring of 1928, but what replaced them has not been recorded. It is assumed that two second-hand vehicles were taken into stock at this time, one of which is recalled as being a Crossley.

Right:-

This illustration of BD 3252 shows the Ford T that was acquired from Endor Halford of Naseby, whilst in its original owner's possession.



A. AYRES' Bus Service between

Northampton Hardingstone and Piddington—(continued).

Buses will start from and set down at the Plough Hotel!

WEDNESDAY SERVICE.

LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
Piddington ...	6 40	—	8 0	—	9 30	—	10 45	11 15	—	1 15
Hardingstone ...	6 55	7 08	15 8	15 8 45	9 45	10 45	11 0	11 30	1 15	1 30
Northampton ar.	7 10	7 15	8 30	9 0	10 11	0	11 15	—	1 30	1 45
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Piddington ...	—	3 0	—	5 0	—	—	—	7 15	—	9 30
Hardingstone ...	2 30	3 15	4 30	5 15	5 30	6 06	6 45	7 30	8 0	9 45
Northampton ar.	2 45	3 30	4 45	5 30	5 45	6 15	7 0	7 45	8 15	10 0
LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
Northampton	7 25	8 30	9 0	10 10	10 15	12 0	12 30	1 30	2 02	15
Hardingstone	7 40	8 45	9 15	10 25	10 30	12 15	12 45	1 45	2 15	30
Piddington ar.	7 55	—	9 30	10 40	—	12 30	—	2 0	—	2 45
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Northampton	4 04	4 15	4 45	5 15	5 45	6 15	6 30	7 30	9 0	10 0
Hardingstone	4 15	4 30	5 05	5 45	6 06	6 30	6 45	7 45	9 15	10 15
Piddington ar.	—	4 45	—	6 0	—	6 45	—	—	9 30	—

SUNDAY SERVICE.

LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Piddington	—	3 0	—	4 15	—	—	—	7 15	—	9 0
Hardingstone ...	2 03	3 15	4 04	4 30	5 30	—	—	7 30	8 45	9 15
Northampton ar.	2 15	3 30	4 15	4 45	5 45	—	—	7 45	9 0	9 30
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Northampton ...	2 30	3 45	4 30	5 45	6 07	08	15	8 30	9 15	10 5
Hardingstone ...	2 45	4 04	4 56	06	15	15	8 30	8 45	9 30	10 10
Piddington arrive	3 04	4 15	—	6 15	—	—	—	9 0	—	—

AYRES. - A. & W.G.G. HARDINGSTONE

The only other vehicle Amy Ayres is known to have purchased was another Bean, this time probably seating twenty passengers in a locally built Hasker body. This vehicle was registered RP 8492 in February 1930 and in April of that year the Watch Committee granted Ayres a Hackney Carriage licence to replace a vehicle already licensed. Thus it is probable that Amy Ayres ran three buses at a time.

Evidently the prospect of operating bus services under the rules and regulations to be imposed by the Road Traffic Act, 1930, did not appeal to Amy Ayres. Whether she approached United Counties or whether the latter company made the first move is not clear, but arrangements were made for the sale of the Goodwill of the Northampton - Hardingstone service for the princely sum of £5. No vehicle were taken over and United Counties commenced operating from 19th March 1931.

It is interesting to note that United Counties' new service 24 introduced at this time from Northampton, Cattle Market Road, proceeded to Hardingstone and Wootton and not to Piddington as Amy Ayres' service had done. Presumably United Counties anticipated the village of Wootton would provide more revenue than Piddington.

Incidentally, the livery of Amy Ayres fleet was blue and white.

Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Dates			Former Owner	Disposal	Notes
						New	S/H	W/D			
RP 1749	Bean	?	5875	?	B14	9/25	—	3/30	Supplied F G Cave, Northampton	No further owner	
BD 3252	Ford	T	4681290	?	B14F	2/22	c-/26	3/28	E. Halford, Naseby	No further owner	
NH 4431	Ford	T	?	?	B14/16	9/22	c-/26	5/28	C E Billington, Northampton?	No further owner	
?	Crossley	?	?	?	?	?	c3/28	3/31	?	?	
?	?	?	?	?	?	?	c5/28	3/31	?	?	
RP 8492	Bean	?	2182/11	Hasker	B20	2/30	—	3/31	Supplied Bean Cars Ltd., Tipton.	E Puttnam, Farth'stone (as a lorry)	1

Notes: 1 - RP 8492 last licensed to Puttnam 11/33.