

# Bygone Buses

of  
NORTHAMPTONSHIRE

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## MIDLAND RAILWAY COMPANY

### Station Road

### KETTERING

The acknowledged expert on Railway Motor Bus history is John Cummings who has written two authoritative volumes on the subject. As a result, the information required for the preparation of this paper has been largely extracted from John's work.

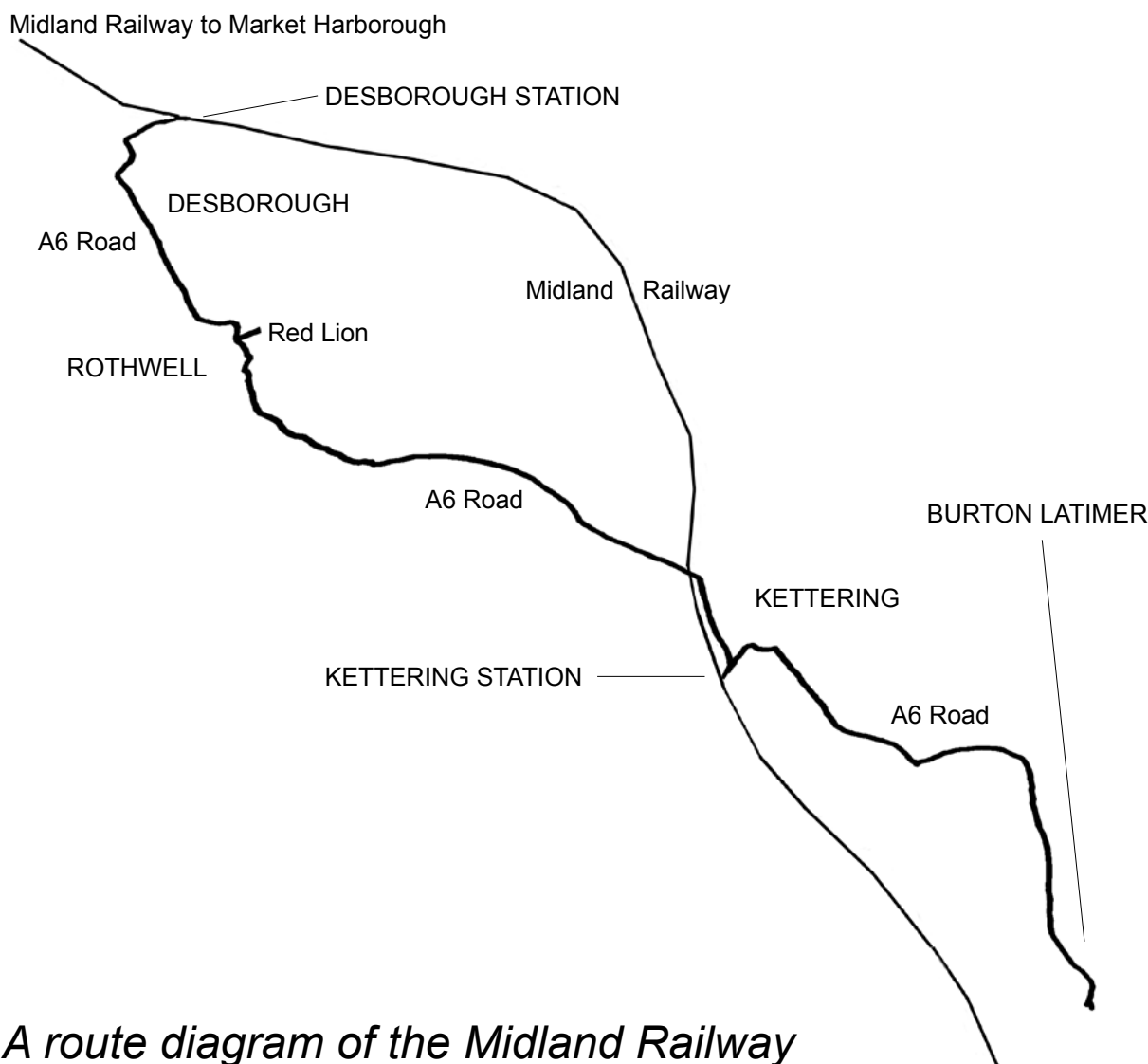
Whilst the Midland Railway was an early operator of road vehicles, experimenting with steam lorries from 1900 onwards, the Company ran few motor bus services. Possibly their most notable venture into this field was the bus route commenced on 1st May 1908 linking Rothwell with the Midland Railway at Desborough Station. A year later, on 1st July 1909, Rothwell was also linked with Kettering Station, which proved to be more popular than Desborough, presumably because most people wished to travel south to London. The Rothwell to Desborough link was terminated on 30th June 1911 and replaced the following day by a service from Burton Latimer to Kettering Station. This latter service proved no more financially successful than the Desborough connection and was itself withdrawn in 1912 after less than a year's operation. Thereafter the Rothwell, Red Lion to Kettering Station route persisted until 26th February 1921, by which time the two buses utilised on the service must have been at the end of their working lives.



*An early Midland Railway steam lorry photographed at Desborough Station. There is no visible sign of a registration plate, suggesting the illustration dates from 1903 or earlier.*

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.

MIDLAND RAILWAY Co. - KETTERING



*A route diagram of the Midland Railway  
Company's motor bus services:-  
Rothwell - Desborough (1908-11);  
Rothwell - Kettering (1909-21);  
Burton Latimer - Kettering (1911-12).*

The Midland Railway Company bought two motor buses with which to inaugurate the Rothwell to Desborough rail connecting service. The first of these was registered BD 717 on 1st May 1908 and was an 18 horsepower Wolseley-Siddeley chassis equipped with a Liversidge fourteen-seat body painted in 'Midland Lake' colour. The second machine obtained became registered BD 745 on 20th May 1908, being a 25/30 horsepower Maudslay fitted with a twelve-seat body by G Scammell & Nephew Ltd of London, this time being painted chocolate. A little later a garage was erected at Kettering Station to house these buses.

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*A superb view of the Wolseley registered BD 717 with its rear entrance Liversidge 14-seat body when new in 1908. It must have been a wonderful sight painted in 'Midland Lake'!*



*No less elegant than BD 717 was this Maudslay registered BD 745 in chocolate livery photographed at the Red Lion, Bridge Street, Rothwell. The seating capacity of six each side on the G Scammell & Nephew Ltd body was two less than that of its stable mate.*

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*A nearside view of Maudslay BD 745 with Midland Railway staff at Desborough Station.*

Whilst not the first motor bus to operate in Northamptonshire, the Midland Railway provided the County with its first recognizable bus service, even though it was designed as a rail feeder service rather than a freestanding public bus route. It was to be another five years before the Wellingborough Motor Omnibus Company was formed to introduce regular bus services and it is perhaps surprising that the Railway Company's operations lasted as long as they did, being run by buses designed as early as 1908.

### Rolling Stock:

Regn. No.	Chassis	Type	Chassis No.	Body	Seats	Dates			Former Owner	Disposal	Notes
						New	S/H	W/D			
BD 717	Wolseley-Siddeley	18hp	32/3	Liversidge	B14R	5/08	—	2/21	—	C E Walker, Potters Bat	1
BD 745	Maudslay	25/30hp	?	G Scammell & Nephew	B12R	5/08	—	2/21	—	No further owner	2

**Notes:** 1 - BD 717 quoted as seating 17 passengers by 1917. Last licensed by Walker 9/21.  
2 - BD 745 quoted as seating 19 passengers by 1917.

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## MIDLAND MOTOR BUS SERVICE KETTERING & ROTHWELL.

Commencing **JULY 1st,**

the following Service will be in operation :—

KETTERING .....dep. (Midland Station)	a.m. 8.15	a.m. 10.25	a.m. 11.55	p.m. 2.12	p.m. 3.25	p.m. 4.55	p.m. 6.25	p.m. 7.35	<b>SATS. ONLY.</b> p.m. 9. 0
ROTHWELL .....arr. ("Red Lion" Hotel)	8.45	10.55	p.m. 12.25	2.42	3.55	5.25	6.55	8. 5	9.30
ROTHWELL .....dep. ("Red Lion" Hotel)	a.m. 8.50	a.m. 11. 0	p.m. 12.30	p.m. 2.45	p.m. 4. 0	p.m. 5.30	p.m. 7. 0	p.m. 8.10	<b>SATS. ONLY.</b> p.m. 9.35
KETTERING.....arr. (Midland Station)	9.20	11.30	1. 0	3.15	4.30	6. 0	7.30	8.40	10. 5

**FARE :—**

KETTERING and ROTHWELL ... .. **6d.** each way.

**The Service between Kettering and Burton Latimer will be discontinued.**

The Company hereby give notice that they do not undertake that the Motor Cars shall start or arrive at the time specified in the Bills; nor will they be accountable for any loss, inconvenience, or injury which may arise from delay or detention.

**THROUGH RAILWAY TICKETS WILL NOT BE ISSUED ON, NOR BY, THESE ROAD MOTOR CARS.**

BICYCLES will be carried, when they can be conveyed by the Cars without inconvenience to Passengers, at a charge of 6d. each.

DOGS will not be carried on the Road Motor Cars.

The Company reserve to themselves the right to decline to convey by their Road Motor Cars any article of Luggage, or any Parcel; but subject to their being able to do so without inconvenience, the following arrangements will apply :—

**PASSENGERS' LUGGAGE.**—Small Hand Luggage under passengers' own care, which can be conveyed without inconvenience to other passengers, will be carried free. Heavy or Bulky Luggage will be charged at the following rates :—Up to 56 lbs., 4d. per package; above 56 lbs. and not exceeding 112 lbs., 6d. per package (maximum 1 cwt.).

**PARCELS TRAFFIC.**—Parcels will be received at the Kettering Station, at the "Old White Horse" Hotel, High Street, Kettering, and at the "Red Lion" Hotel, Rothwell, and parcels may be addressed to those places to be called for. Local parcels will be conveyed at the following rates, which do not include collection and delivery services :—

Not exceeding 12 lbs. ... .. 3d.	Not exceeding 40 lbs. ... .. 6d.
" 20 lbs. ... .. 4d.	Exceeding 40 lbs., 3d. per lb., minimum 7d.
" 30 lbs. ... .. 5d.	

For parcels which require the services of collection and delivery, including rail-borne parcels, the charges will be at the rates shown in the current time table of the Company.

For any further information respecting the arrangements shown in this bill, application should be made to the Station Master at Kettering; or to the Midland Railway Co., St. Pancras or Derby.

Derby, July, August, and September, 1912.

W. GUY GRANET, General Manager.

600012-26-6.

Bemrose & Sons Limited, Printers to the Company.  
H.B. 7.

*The Midland Railway Company's timetable between Kettering and Rothwell for the period 1st July to 30th September 1912. The service operated on Mondays to Saturdays. Note the advice that the Kettering - Burton Latimer service will be discontinued.*