

Rishton & Antley Motor Co. Ltd.



1919 - 1930

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Cover Illustration: TB8422 was a 1922 Tilling Stevens TS originally with the Rishton Motor Company (as seen here) but was transferred to the new company later that year. (LTHS collection).

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Incorporated on the 8th October 1919, the Rishton Motor Co. Ltd., initially operated charabancs, on private hire only, from the Central Garage in George Street, Rishton. However, on the 2nd October 1920, a stage service between Blackburn, Rishton, Great Harwood and Clayton-le-Moors, using two Thornycroft J 25-seat buses, was inaugurated.

Eighteen months later, on the 17th April 1922, the Rishton Motor Company was taken over by Taxi and Motor Transport (Antley Garage) Ltd., who operated from a garage in Church (and had been incorporated on the 17th October 1919, although they were not operating buses themselves at this time), the new company subsequently being re-named the Rishton & Antley Motor Co. Ltd., on the 22nd May 1922. The livery has been quoted as maroon and cream but has not been verified.

The single stage carriage service was evidently profitable enough for the new company to consider a programme of expansion in this direction. In October 1923, a local route in Accrington, between Church Street, Higher Antley and Spring Hill, was inaugurated and the following month was extended from Spring Hill to serve, Oswaldtwistle and Church, via Moscow Mill Street, Union Road, and Market Street, terminating at the Commercial Hotel, although application was later made to change the route. In November 1924, approval was given for a route between Accrington and Clitheroe, but the service never commenced.

An application to extend the Accrington local route to Green Haworth on market days, Sundays and holidays was approved in May 1925.

On the 2nd July 1926, the company inaugurated a further service connecting Accrington to Great Harwood via Rishton, thus linking the Blackburn and Accrington operations.

At the Annual Licence Meeting in Accrington in March 1927, the Rishton & Antley Motor Company was granted licences for 18 omnibuses, and an application for a new cross-town service (Great Harwood - Rishton - Accrington - Willows Lane - Green Haworth) was authorised, although only between Willows Lane and Great Harwood. The Accrington to Clitheroe licence was also renewed, but again this appears not to have been operated. Later that year a number of operators made applications for limited stop express services to Manchester, and, in August, Rishton & Antley were successful in gaining a licence for a two-hourly service between Great Harwood, Accrington, and Haslingden to Manchester, where it was to terminate at the Sackville Street Motor Station. The service duly commenced on the 1st November 1927 and in May 1928 was increased to a one-hourly frequency; the terminus being moved to the company's own premises in Port Street in July 1928.

In September 1929, the Company acquired the routes and vehicles of the Calder Motor Company Ltd., and began using the fleet name 'Rishton & Calder' (although the Company name was never officially changed from the Rishton & Antley Motor Co. Ltd.).

Six months later, in March 1930, Rishton & Antley was purchased by the London, Midland & Scottish Railway for £53,000 and at the same time a number of vehicles and services from Claremont Omnibus Services, of Burnley (which had been purchased by Ribble Motor Services from the liquidators) came under the Company's control. The Rishton & Antley Motor Company continued to trade under its own name for a further 6 months, although day-to-day management was transferred to Ribble Motor Services (in whom the LM&S had a 50% stake).

In September 1930, the Company was absorbed completely by Ribble Motor Services, finally extinguishing the last of Accrington's pioneering independent motorbus operators. At the same time Accrington Corporation paid £2250 to Ribble for a share of the Rishton & Antley Motor Company's routes, becoming joint operators on the services from Accrington to Clitheroe, and Oswaldtwistle to Clitheroe (both via Great Harwood), Accrington to Burnley and Accrington to Oswaldtwistle - no vehicles were involved.

Bus Fleet List 1919-1930

This listing is in the format: Year into Stock; Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

1919

? ; CW2402; Maudslay 4-ton; 3232; ? ; Ch??

New to Taxi & Motor Transport Co. (Antley Garage) Ltd. who operated it as a lorry only. It passed to the Rishton and Antley Motor Co. Ltd. in May 1922 where it was fitted with an interchangeable charabanc body.
Withdrawn 1928 (CW2402).

1920

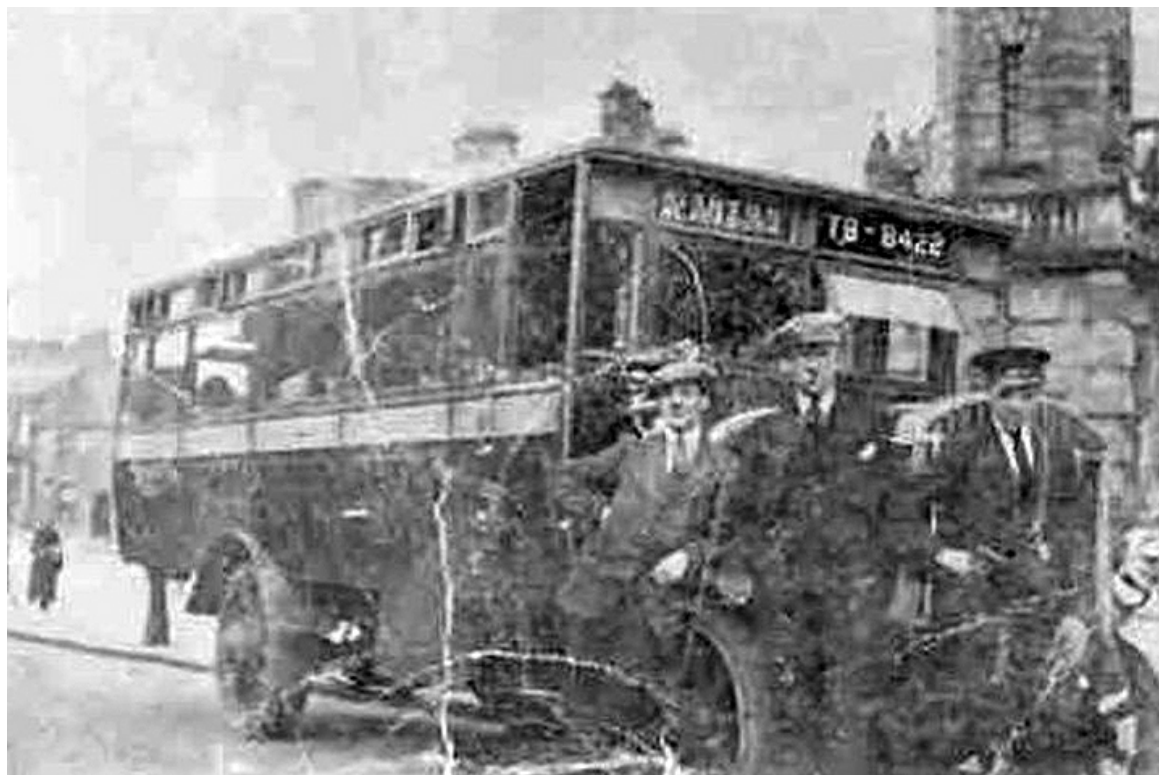
4; CW2839; Maudslay C4; 3360; Pass; Ch30
15; CW2635; Maudslay C3; 3279; Pass; Ch32
? ; CB2855; Thornycroft J; 6258; ? ; B25?
? ; CB2865; Thornycroft J; 5081; ? ; B25?

Nos 4, 15 and CB2855, CB2865 new to Rishton Motor Co. 1920. To Rishton & Antley Motor Co. Ltd. 1922. No. 4 re-bodied to B26D in 1926 and No. 15 re-bodied to B26D in 1928 (bodymaker unknown). To Ribble Motor Services 9/30 (allocated Nos. 969 [4] and 1011 [15] but not operated).
Withdrawn 1924 (CB2855, CB2865).

1922

? ; TB8422; TSM TS; 1829; ? ; B???
? ; TC1068; TSM TS4; 1864; ? ; B32?

TB8422 new to Rishton Motor Co. 1922. To Rishton & Antley Motor Co. Ltd. 1922.
Withdrawn unknown (TB8422) by 1928 (TC1068).



This rather creased photograph shows another view of TB8422, a 1922 Tilling-Stevens with bus bodywork by an unknown builder. The crew pose nonchalantly against the bonnet. (LTHS collection).

1923

**14; TC5456; Maudslay CP; 3626; English Electric; FB32D
? ; FY6086; Vulcan VSD; VSD613; ? ; ?21?**

No. 14 originally carried a charabanc body but was re-bodied by English Electric at an unknown date as shown. To Ribble MS 9/30 (allocated No. 1010 but probably not operated).

FY6086 ex-demonstrator first registered 9/23 and acquired in 11/23.

Withdrawn 1928 (FY6086).

1924

**16; TC7084; Maudslay Sp Bus; 3639; ? ; FB32D
? ; TC9948; Leyland GH7; 23399; Massey; B???
? ; FR2077; Maudslay; ? ; ? ; Ch27**

FR2077 ex-Scott & Co., Bury (new 1920).

No. 16 to Ribble MS 9/30 (allocated No. 973 but not operated).

Withdrawn unknown (TC9948) by 1929 (FR2077).



No. 14 (TC5456) a 1923 Maudslay CP originally with a charabanc body is seen here in an official English Electric photo sporting its new FB32D body. (GEC collection courtesy David Beilby).

1925

17; TD79; Maudslay CP; 3688; English Electric?; FB32D
18; TD2563; Maudslay C2; 3730; ? ; B26D
20; CW2938; Maudslay A; 3424; Buckingham; Ch30
21; TD3500; Maudslay ML4; 3729; ? ; B26D

No. 20 ex-Scott & Co., Ramsbottom (new 1920). Re-bodied to B26D 1925.
Nos. 17, 18, 20, 21 to Ribble MS 9/30 (allocated Nos. 974, 976, 971 (but not operated) and 977 respectively).

1926

**7?; CB2423; Maudslay C3; Buckingham; Ch23
22; TD4722; Maudslay ML4; 3830; ? ; B30D
23; TD5001; Maudslay ML4; 3822; ? ; B30F
24; TD6185; Maudslay ML4; 3832; ? ; B30F
25; TD6750; Maudslay ML4; 3936; ? ; B30F
26; TD7275; Maudslay ML4; 3937; ? ; B30F**

CB2423 ex-Lancashire Industrial Motors (new 1920) as shown. Acquired as a goods vehicle but may have been operated in service with interchangeable body. It may have been numbered 7.

Nos. 22-26 to Ribble MS 9/30 (allocated Nos. 978, 979, 980, 982 and 981 respectively).

Withdrawn by 1929 (CB2423).

1927

**? ; TE1122; Maudslay C2; 4162; ? ; B26D
27; TD8670; Maudslay ML4; 4031; ? ; B30F
28; TD9112; Maudslay ML4A; 4057; ? ; B30F
29; TD9848; Maudslay ML4A; 4118; ? ; B30F
30; TE290; Maudslay ML4A; 4119; ? ; B30F
31; TE1123; Maudslay ML4; 4150; ? ; B30F
32; TE1722; Maudslay ML4; 4151; ? ; B30F
33; TE2021; Maudslay ML4; 4152; ? ; B30F**

TE1122 acquired as a lorry when new (7/27) but fitted with bus body as shown at a later date.

To Ribble MS 9/30 (allocated Nos. 984, 995, 985, 986, 987, 988, 989 and 990 respectively).

1928

? ; CK3657; Maudslay C2; X3631; ? ; B26D
? ; XI4430; Crossley; 15270; ? ; Ch14
? ; XI4577; Crossley; 15274; ? ; Ch14
34; TE2345; Maudslay ML4B; 4222; ? ; B30F
35; TE5171; Maudslay ML4B; 4456; ? ; B26F
36; TE5172; Maudslay ML4B; 4457; ? ; B26F
37; TE5578; Maudslay ML4B; 4477; ? ; B26F
38; TE5579; Maudslay ML4B; 4494; ? ; B26F

XI4430 and XI4577 purchased second-hand of unknown origin.

CK3657 may have been numbered 19. Ex-Burrell & Edwards (dealer) (new 1923).
To Ribble MS 9/30 (CK3657, XI4430, XI4577, 34, 35, 36, 37 and 38 - allocated Nos. 975, 1008, 1009, 991, 996, 997, 998, 999 respectively; Nos. 1008-1009 probably not operated).

Withdrawn 1928 (CK3657).

1929

**5; KW4409; Leyland LSC3; 47315; Leyland; B35F
6; TC9653; Leyland RAF; 23263; Massey; B32F
7; KW4432; Leyland LSC3; 47316; Leyland; B35F
8; CB2002; Daimler Y; 3398; ? ; Ch26
9; CW6922; Leyland LSC1; 45286; Leyland; B31R
10; TD8921; Leyland LSC1; 45525; Leyland; B31R
11; TE844; Leyland LSC1; 45841; Leyland; B31R
12; TE356; Leyland LSC1; 45537; Leyland; B31R
13; CW8069; Leyland LSC1; 46470; Leyland; B31R
14; TE4028; Leyland LSC3; 46759; Leyland; B35F
39; TE6141; Maudslay ML4B; 4533; ? ; B26F
40; TE6142; Maudslay ML4B; 4554; ? ; B26F
41; TE7220; Leyland LSC3; 47522; Leyland; B35F
42; TE7221; Leyland LSC3; 47523; Leyland; B35F**

Nos. 5-14 ex-Calder Motor Co. Ltd. (new 1921, 1926, 1927, 1927, 1927, 1928, 1928 respectively - to Ribble MS allocated Nos. 1002, 970, 1005, 972, 983, 992, 993, 994, 1004, 1003 respectively; CB2002 [972] not operated).

Nos. 39-42 to Ribble MS 9/30 (allocated Nos. 1000, 1001, 1006, 1007 respectively).

1930

876; CW6365; Leyland LSC1; 45131; ? ; ?26?

877; CW7833; Leyland TS2; 60712; Leyland; B30F

878-879; CW7836-37; Leyland TS2; 60715/16; Leyland; B30F

880-81; CW7834-35; Leyland TS2; 60713/14; Leyland; B30F

882; CW7838; Leyland TS2; 60717; Leyland; B30F

Fleet numbers allocated by Ribble MS.

No. 876-882 ex-Claremont Omnibus Services (new 1926 [876] or 1929 [877-882]).

To Ribble M.S. 9/30.

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