

Samuel Ledgard Ltd



1912 - 1967

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Cover Illustration: DCN839, one of a number of Guy Arab LUF chassis with Picktree 35-seat coachwork ex-Northern General purchased in 1963. (LTHL collection).

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Samuel Ledgard's entry into the field of road passenger transport was the result of his astute business acumen. Already operating several steam lorries on haulage work, he purchased a petrol-engined Karrier in September 1912. With most of the haulage work being undertaken during the week he decided that, in order to make the most of his purchase, it could be fitted with a charabanc body over the weekend and used for the carriage of passengers. Accordingly he commissioned a local coachbuilder, William Nicholson, of Otley, to construct an interchangeable 25-seat charabanc body, enabling the vehicle to be used 7 days a week. In 1913 and 1914 three more petrol-engined lorries were purchased and these too received Nicholson interchangeable bodies. The haulage business continued in tandem with the passenger transport business until 1948, when Samuel Ledgard finally wound it up.

The onset of the First World War in 1914 curtailed any further expansion of the Ledgard fleet. In 1919, however, eight Caledon petrol-engined vehicles were purchased and all were fitted with interchangeable bodywork and Samuel Ledgard began to set about expanding the passenger carrying side of his business. Weekly express services to Scarborough and Blackpool were resumed in 1920 (originally started just before the War and dropped because of the hostilities), and excursions to a variety of places of interest during holiday periods were operated.

In September 1924, Samuel Ledgard took over the operation of an hourly service between Horsforth and Leeds from Ward of Horsforth, along with two vehicles, a 14-seat Chevrolet and a 17-seat GMC. The frequency was quickly increased to half-hourly and passenger numbers began to rise. In preparation for further expansion

sion, and to supplement the two ex-Ward vehicles on the new service, two of the eight Caledon chassis were given new purpose built 26-seat bus bodies by Roe. A licence to operate from Leeds to Calverley via Pudsey was granted on the 21st November, which necessitated additional vehicles and to meet the requirement, Samuel Ledgard purchased three all-Guy 26-seat B-type buses. A licence to operate from Leeds to Otley via Lawnswood (jointly with Cole & Sons and George Tate) was granted in 1925, the same year that the established business of the Cream Bus Service Ltd., of Burley-in-Wharfedale, along with 9 vehicles and a garage in Burley, was purchased. It continued to operate as a subsidiary in its own name until 1952 when it was re-named Samuel Ledgard (Ilkley) Ltd.

In January 1927, the Leeds to Ilkley via Guiseley licence of Jules Anticham, along with five buses and a depot in Ilkley was taken over following the overnight disappearance of the owner. Heavily in debt it is thought that he fled the country. This, however, proved to be a bonus for the shrewd Samuel Ledgard, who expanded his empire for just the cost of the five buses! The following month the business of the Otley and Lawnswood Motor Bus Co., was acquired, along with their depot in Otley and a route from Otley to Leeds.

By the time of the 1930 Road Traffic Act, Samuel Ledgard was operating five stage carriage services and two express services, for which licences were granted for all but the express service to Scarborough. 1930 was also the year that double-deckers made their appearance in the Ledgard fleet in the shape of four lowbridge Leyland Titan TD1's.

Further expansion took place in 1934 when the services and licences of the Moorfield Bus Company were purchased. This provided Samuel Ledgard with a depot in Yeadon and an additional seven buses. Later the same year, the business of Arthur Thornton of Otley was acquired. In 1935 B & B Tours Ltd. of Bradford was purchased, bringing with it valuable licences and establishing Samuel Ledgard in Bradford. At the time of purchase the fleet consisted of thirteen vehicles, which for a time retained the attractive red, turquoise and ivory livery, and remained a Ledgard subsidiary until it was re-named Samuel Ledgard (Bradford) Ltd. in 1952.

By 1937 Samuel Ledgard operated 79 vehicles from depots in Otley, Yeadon, Leeds, Ilkley and Bradford and had succeeded in acquiring most of the independent competition in the Armley area, along with their licences, and had built up a flourishing passenger transport business. In 1938 Samuel Ledgard, along with the West Yorkshire Road Car Co. Ltd., jointly formed a company under the title of Otley Omnibus Station Ltd., with a view to building a permanent bus station for services terminating in Otley. The bus station was opened on 15th February 1939.

Following the declaration of war in September 1939, fuel rationing meant that some services were withdrawn and the frequencies on the remaining routes curtailed. In 1941 the War Department requisitioned several Ledgard vehicles and although all but one were returned in 1942, they never saw further service in the Ledgard fleet. Wartime routes serving the Avro munitions factory at Yeadon from Leeds and Otley were allocated to Samuel Ledgard and necessitated the provision of buses in camouflage livery, a stipulation that was not always adhered to.

Following the death of G. F. Tate (a joint operator on the Leeds-Otley route) in 1943, Samuel Ledgard purchased the business from his widow, further consolidating his position as the leading independent operator in the area. The fleet consisted of two 1930 AEC Regents, a 1938 all-Leyland TD5 and three Barnaby-bodied Leylands, a 1934 LT5A, a 1935 LT7 and a 1936 LZ2, of which all but one were added to the Ledgard fleet.

Other wartime additions to the Ledgard fleet included three all-Leyland TD7's in 1940, two Bedford OWB's in 1942 and two Pickering-bodied Guy Arabs and another Bedford OWB in 1943. In 1944 four Roe-bodied Daimler CWA6's and two Duple-bodied OWB's were delivered and finally in 1945 ten more Duple-bodied Daimler vehicles arrived, two CWD6's and eight CWA6's.

Following the cessation of hostilities the pre-war frequency of many of the routes was re-instated and Samuel Ledgard's passenger traffic grew rapidly, necessitating the replacement of several of the older vehicles, some of which had struggled to survive the war years. Six new all-Leyland PD1's arrived in September 1946 and were immediately put into service, although it was 1948 before any further vehicles, eight Duple-bodied Leyland PS1's, were delivered.

A request to serve the new postwar Westbourne housing estate at Otley was received in 1949 and a circular service around the estate was commenced, linked with another local service, which served Newall. In 1950 a new route from Otley to Beckwithshaw, via Stainburn, replacing the loss making Otley to Stainburn service, was instigated to

coincide with the market days at Otley in the hope of attracting more passengers. Sadly this service did not live up to expectations and was withdrawn in May 1951, leaving the area without public transport. Later in 1950 Ledgard re-routed their Horsforth to Otley service in Rawdon to serve a housing estate consisting of mainly elderly residents, which involved a detour from the main road via Canada Road and Batter Lane.

In October 1950 Samuel Ledgard visited the Commercial Motor Show and ordered a Foden PVSC coach, which was to carry Plaxton Envoy 37-seat coachwork. Although not the first Foden in the Ledgard fleet (six PVSC-type vehicles had been ordered in 1949), it was to become the pride of the fleet, replacing the elderly Maudslay SF40 (CUB1) purchased in 1935.

Three new all-Leyland PD2/12's were delivered in 1952 with their bodywork unpainted. These were painted at Armley depot since, as Samuel Ledgard had discovered, by painting them himself rather than allow Leyland to do the work, there was a saving of quite a few pounds. Sadly, however, these were to be the last new buses ordered by Samuel Ledgard himself, for, at the age of 77, he passed away suddenly on the 4th April 1952. For a while there was uncertainty whether the Company would survive or not, due to heavy death duties. However, the executors and trustees of his will made it clear that their intention was to continue the Company under the present management, although because of Samuel Ledgard's great reluctance to commit anything to paper it took some time before the Company's finances were sorted out. In May 1952 the various transport interests were re-formed by the executors; the main Company

being renamed the Executors of Samuel Ledgard Ltd, whilst the subsidiaries of Cream Bus Service and B & B Tours Ltd. became the Executors of Samuel Ledgard (Ilkley) Ltd., and the Executors of Samuel Ledgard (Bradford) Ltd., respectively.

The financial constraints imposed upon the Company through the payment of death duties meant that the management had to look at the second-hand bus market for replacement vehicles and in 1953 fourteen ex-London Transport Daimler CWA6's were purchased and overhauled at the Armley and Otley depots, ready for service. Following the development of a new housing estate, Ledgard's initiated a new service to Weston Drive from Otley Bus Station in April 1953 and for the first time Ledgard vehicles began to carry external advertisements.

A further nine more ex-London Transport Daimlers were purchased in 1954, along with four ex-United Leyland TS8's. Experiments with Setright ticket machines also proved satisfactory and the antiquated Bell Punch system was dropped.

On the 8th March 1957 the Troydale - Pudsey - Calverley stage carriage licence of Kitchen and Son, of Pudsey, was acquired, in exchange for Ledgard's tours and excursion licence from Pudsey Town Hall. Four vehicles were taken over as part of the deal, two Atkinson and two Guy single-deckers. Six new AEC Regent V's were also delivered this year, one of which, interestingly carried the reverse registration number (1949 U) of Samuel Ledgard's first known vehicle (U 1949).

By 1958, in common with most operators, the Company was suffering from a decline in passenger numbers and a rise in operating costs and a number of routes were curtailed or shortened, although a large amount of rebuilding work was still being carried out to modernise the ageing fleet. More second-hand vehicles arrived in 1959, including five lowbridge Bristol K6A's of 1945 vintage, to be used on the Horsforth to Otley service, where a low bridge had precluded the use of Ledgard's highbridge double-deck vehicles. During the year Ledgard's began increasing the seating on a number of double-deck vehicles by the addition of another seat in the upper saloon, increasing the seating capacity from 56 to 58. Over the next two years the majority of the fleet was modified in this way. In December 1959, the citizens of Leeds were surprised to find that several ex-Corporation vehicles, in the shape of Brush-bodied Daimler CVD6's of 1948, had re-appeared on the streets in Ledgard's livery. The ensuing outcry forced the Transport Committee to add a proviso to future sales, which prevented them from being resold to any other local operator.

Further modernisation of the fleet was made in 1960; the coaches being upgraded with the fitting of improved seating and the bus fleet fitted with saloon heaters. More second-hand vehicles arrived later in the year including a Bedford SBO coach, which had been new in 1955 and carried Duple Super Vega 38-seat bodywork.

Major alterations to the fleet structure occurred in 1963 with 35 second-hand vehicles being added in an attempt at some form of standardisation. This was obviously thought necessary in order to reduce the need for stocking a wide variety of spares, and the first coaches were a batch of eight Picktree-bodied Guy Arab's, new in 1954

to Northern General. A surprising choice of 'standard' bus was the selection of ex-London Transport RT's, of which a total of over 40 were purchased in this and the following years.

In 1964, rather than purchase new coaches, Ledgard's tried leasing a number for the summer season. Six Bedford SB5 41-seat coaches were hired, two with Duple Bella Vega coachwork and four with Plaxton Embassy III coachwork, all were returned in October of that year. In the years that followed this became a regular practice and six vehicles were hired for each of the subsequent summer seasons.

A new weekdays only service was introduced in April 1965 between Otley and Arthington, although only two journeys per day were operated.

By the end of 1966, however, rumour was rife that Tom Ledgard was planning to sell out to West Yorkshire Road Car Co. Ltd., although the Ledgard Company continued to operate in the usual way. Sadly, the rumours proved to be true and, although the agreement to sell the Company had been made in June 1967, it was not until August 1967 that the announcement came. Following the transfer of licences to West Yorkshire, Ledgard's officially ceased to exist at midnight on Saturday the 14th October 1967 and thus ended the reign of one of Yorkshire's best loved and most sadly missed independent operators. On the final day of operations the Ledgard fleet numbered 99 vehicles, of which, West Yorkshire subsequently used only 14.

The following day not one solitary Ledgard vehicle was operated in service, although the retained vehicles were returned to service the following Monday, in Ledgard livery, but sporting West Yorkshire fleetnames. By the 2nd November 1967, the former Ledgard vehicles were being repainted into West Yorkshire livery. The last vehicle to survive in Samuel Ledgard livery was AEC Regent DAW4, which was finally repainted on 20th May 1968, thus ending over 50 years of service by Yorkshire's most famous passenger transport pioneer, Samuel Ledgard.

Bus Fleet List 1912-1967

This listing is in the format - Reg. No; Chassis; Chassis No; Body; Seating.
Samuel Ledgard never used fleet numbers.

1912

U1949; Karrier 40hp; ? ; Nicholson; Ch25

U1949 was named "Nelson"

Withdrawn 1914 (requisitioned by War Department, not returned). Registration retained and re-used in 1919.

1913

U2300; Karrier 40hp; ? ; Nicholson; Ch25

U2389; Dennis 4 ton; 644; Nicholson; Ch26

U2300, U2389 subsequently received Nicholson Ch29 non-demountable bodies.

U2300 was named "Victory".

Withdrawn 1921.

1914

U2706; Karrier PB70; 505; Nicholson; Ch26

Received a Nicholson Ch29 non-demountable body c. 1917. Named "Trafalgar".
Withdrawn 1926.

1916

U3798; Caledon D; D105; ? ; Ch26

Rebodied by Nicholson Ch29 in 1919.
Withdrawn 1927.

1918

U1421; Caledon D; D408; Nicholson; Ch29

Withdrawn 1926.

1919

U1949; Caledon E; E427; Nicholson; Ch29

U5122; Caledon E; E417; Nicholson; Ch29

U5497; Caledon E; E447; Nicholson; Ch29

U6069-6070; Caledon E; E470/434; Ledgard; Ch27

U7099-7100; Caledon E; E566/562; Nicholson; Ch29

U8103; Caledon 40hp; B64?; King; Ch14

U1949 bore a re-issued registration. Re-bodied by Roe B26F in 1924.

U5122 re-bodied by Roe B26F in 1924.

U5497 was re-seated to Ch34 c.1921.

U7099 re-seated to Ch34 c.1921.

U7100 re-seated to Ch26 by 1921.

Withdrawn 1921 (U8103,U7100), 1925 (U6070), 1927

(U7099,U5497,U5122,U6069), 1928 (U1949).

1924

NW7294; Chevrolet G; 23422; Rainforth; B14F

NW7442; GMC K16; 22476; ? ; B17F

NW8040-8042; Guy B; B1620-22; Guy; B26F

NW7294 (new 1924), NW7442 (1924), ex-Ward, Horsforth.

NW8040-NW8042 later rebuilt by Ledgard c.1928.

Withdrawn 1927 (NW7294, NW7442), 1929 (NW8040, NW8041), 1931 (NW8042).

1925

NW8081-8084; Leyland A13; 35378-81; Ledgard; B26F

UM1880; Leyland A13; 35639; ? ; B26F

Withdrawn 1930 (NW8081), 1931 (NW8082, NW8084), 1932 (NW8083), 1933 (UM1880).

1926

UM6664-6665; Leyland PLSC1; 45280/279; Leyland; B31F
UM6696-6697; Leyland PLSC1; 45281/82; Leyland; B31F

Withdrawn 1938 (UM6664, UM6665, UM6697), 1939 (UM6696).

1927

C2908; Guy 2.5 ton; 1172; Nicholson; Ch18
RR3221; Graham Bros; A484492; ? ; B20F
RR4096; Dodge; A667217; ? ; B21F
UA770; ADC 416D; 416017; Strachan/Ledgard; B36?
UM8857; Karrier ZX; 32044; Ledgard?; B14F
UM9700-9703; Leyland PLSC3; 45799-802; Leyland; B35F
WU2880; Guy BA; BA2298; ? ; B20F
WU8890; Dodge; A561441; ? ; B20F

C2908 (new 1921), RR3221 (1926), RR4096 (1926), WU2880 (1925), WU8890 (1926), ex-Barratt & Thornton, Otley. C2908 was probably not operated by Ledgard. Withdrawn 1927 (C2908), 1930 (RR4096), 1931 (RR3221, UM8857, WU2880), 1935 (UA770, WU8890), 1939 (UM9700-9703).

1928

UA3500-3501; Leyland PLSC3; 46677/78; Leyland; B35F

UA3502-3505; Leyland PLSC3; 46718/20/19/21; Leyland; B35F

UA4145-4146; Leyland PLSC3; 47153/329; Ledgard/Roe; B31F

Withdrawn 1936 (UA4145), 1937 (UA4146), 1938 (UA3504), 1939 (UA3500, UA3503), 1940 (UA3501), 1941 (UA3502), by 1944 (UA3505).

1929

UA8730-8731; Leyland TS2; 60479/80; Roe; C29F

UA8732-8735; Leyland LT1; 50203-206; Roe; B35F

UA8736-8737; Chevrolet LX; 56755/54560; ? ; Ch14

UA8731 rebuilt to C26F by Willowbrook 1933.

UA8732 re-seated to B26F in 1942.

Withdrawn 1931 (UA8736, UA8737), 1936 (UA8730), 1941 (UA8735), 1943 (UA8730, UA8732), 1945 (UA8733), 1947 (UA8734), 1949 (UA8731).



UA4145 a 1928 Leyland Lion PLSC3 with Ledgard/Roe 31-seat bus bodywork, seen here with the crew and an Inspector. (LTHL collection).

1930

UB2380-2381; Leyland LT2; 50690/91; Guy/Ledgard; B35F
UB2382-2385; Leyland TS2; 60608/609/890/891; Roe; C29F
UB2386-2389; Leyland TD1; 71143-46; Leyland; L24/24R
UB2390-2391; Dennis Dart; 75702/713; Dennis; B20F
UB4528; Maudslay ML3BC; 4908; Strachan; B35F

UB2380/81 were fitted with rebuilt bodies from NW8040 and NW8042. Re-bodied by Duple to C31F in 1937. UB2383 re-seated to B30F in 1945. UB2385 re-seated to C32F in 1931. Following an accident it was rebuilt and re-registered GUA900 in 1938. Withdrawn 1936 (UB2391), 1938 (UB2385), 1939 (UB4528), 1940 (UB2390), 1942 (UB2384, UB2389), 1943 (UB2382, UB2386, UB2388), 1944 (UB2380), 1945 (UB2387), 1946 (UB2383), 1952 (UB2381).



1930 Leyland Titan TD1 (UB2386) with Leyland lowbridge 48-seat bodywork, withdrawn in 1943. (LTHL collection).

1931

UB5739; Leyland KP1; 14; Leyland; B20F

UB5740-5745; Leyland TS1; 61608/570/609-612; Ledgard; C32F

UB5746-5749; Leyland TD1; 72114-117; Leyland; L24/24R

Withdrawn 1939 (UB5739, UB5743), 1940 (UB5744), 1941 (UB5741), 1943 (UB5742, UB5749), 1944 (UB5740), 1945 (UB5746, UB5748), 1946 (UB5747), 1950 (UB5745).

1932

UB9078; Maudslay ML6A; 5029; Ledgard; C32F

UB9750; Albion PMB28; 7506H; Ledgard; C32F

UG520-523; Leyland KP3; 568-571; Ledgard; B20F

Withdrawn 1939 (UG520), 1942 (UG521, UG523), 1946 (UB9750, UG522), 1951 (UB9078).



One of 3 Leyland KP3 chassis purchased in 1932 (possibly UG520) which Ledgard bodied themselves with 20-seat bus bodywork. (LTHL collection).

1934

KW6156; Renault RI;324111; Taylor; C26F
UG7252; Daimler CP6; 9180; Roberts; CH28/26R
VN249; Gilford 166SD; 10726; Duple; B30F
WD1057; BAT 5-ton; 172; Guy; B20F
WX709; Morris 15hp; 3613TX; ? ; B20F
WX2805; Star Flyer; 10331; ? ; B20F
WX2806; BAT 5-ton; 3X122; King & Taylor; B20F
WX4315; Morris Commercial; 5019; ? ;B20F

KW6156, VN249, WD1057, WX2805, WX2806 ex-Moorfield Bus Company, Yeadon (new 1929,1929,1930,1930,1930 respectively).

WX709, WX4315 ex-Thornton, Otley (new 1929,1930 respectively).

UG7252 was ex-Daimler demonstrator.

Withdrawn 1936 (KW6156, WD1057, WX4315), 1937 (VN249, WX709, WX2806), 1939 (WX2805), 1946 (UG7252).

1935

CUB1; MaudslaySF40; 5267; Brush; C36C

Withdrawn 1951, the body being rebuilt to FC31F for use on HGF948 in 1953.



CUB1, the 1935 Maudslay SF40 with Brush 36 seat centre-entrance coachwork. It was withdrawn in 1951 and the body rebuilt for use on HGF948 in 1953. (LTHL collection).

1936

**CUG 841-845; Leyland TS7; 9517-521; English Electric; C32F
UA2315; Dennis G; 70108; Dennis; B20F**

CUG841-843, CUG845 were converted to DP33F in 1953/54.

UA2315 ex-Rathmell, Otley (new 1928).

Withdrawn 1939 (UA2315), 1949 (CUG844), 1956 (CUG841, CUG843), 1957 (CUG842, CUG845).

1937

EUG124-127; Leyland TS7; 13374-77; Duple; C32F

EUG124-126 re-seated to C33F in 1953.

Withdrawn 1954 (EUG124, EUG125, EUG127), 1958 (EUG126).

1938

GUA637-639; Leyland TS7; 17621/436/7; Duple; C32F
GUA900; Leyland TS2; 60891; Willowbrook; C26F

GUA900 was new 1930 (as UB2385).

GUA637-639 re-seated to C33F in 1953/54.

Withdrawn 1951 (GUA900), 1956 (GUA637), 1957 (GUA638, GUA639).

1939

HUA848; Leyland TD5; 302429; Leyland; H30/26R
HUB498-499; Leyland TS8; 302431/32; Duple; C32F

HUB498/499 re-seated to C33F in 1952. HUB499 rebuilt by Rhodes after accident damage 1952.

Withdrawn 1953 (HUA848), 1956 (HUB498), 1959 (HUB499).

1940

JNW288-290; Leyland TD7; 304632-34; Leyland; H30/26R

Withdrawn 1955 (JNW288), 1957 (JNW289), 1958 (JNW290).



GUA637 was a 1938 Leyland TS7 with Duple 32-seat coachwork. It remained in service until 1956. (LTHL collection).

1943

ANW586; Leyland LT5A; 4553; Barnaby; B37F
BNW4; Leyland LT7; 6811; Barnaby; B37F
DUB82; Leyland LZ2; 10152; Barnaby; B39F
FUG422; Leyland TD5; 16957; Leyland; L27/26R
JNW347-348; Bedford OWB; 11231/48; Roe; B32F
JUA670; Bedford OWB; 11835; Roe; B32F
JUA672; Guy Arab I; FD25799; Pickering; H30/26R
JUA763; Guy Arab II; FD26168; Pickering; H30/26R
WN4759-60; AEC Regent; 6611878/79; Brush; L26/25R

WN4759/60, ANW586, BNW4, DUB82, FUG422 ex-Tate, Leeds (new 1932, 1934, 1935, 1936 and 1938 respectively). WN4759/60 ex-South Wales Nos. 259/260 to Tate 1938. WN4760 was not operated by Ledgard.

JNW347 was severely damaged in accident and written off 1947. The registration was subsequently re-used for unidentified second-hand Bedford OWB and vehicle re-seated to B30F.

JUA762/763 re-bodied by Roe H31/25R in 1951.

Withdrawn 1943 (WN4760), 1944 (WN4759), 1951 (ANW586, BNW4, JNW348, JUA670), 1952 (BUB82), 1953 (FUG422, JNW347), 1961 (JUA762, JUA763).

1944

JUA915-918; Daimler CWA6; 11506/7/28/46; Roe; H30/26R
JUA989; Bedford OWB; 17930; Duple; B32F
JUA991; Bedford OWB; 17935; Duple; B32F

JUA991 later re-seated to B30F.

JUA918 fitted with platform doors 1955.

Withdrawn 1950 (JUA989), 1954 (JUA917, JUA991), 1955 (JUA915), 1959 (JUA918), 1961 (JUA916).

1945

JUB128-129; Daimler CWA6; 11700/750; Duple; H30/26R
JUB647-648; Daimler CWD6; 12251/52; Duple; H30/26R
JUB649-652; Daimler CWA6; 12253/56/64/65; Duple; H30/26R
JUB658-659; Daimler CWA6; 12290/91; Duple; H30/26R

JUB647 fitted with platform doors 1954.

JUB649 received the chassis (12899) and registration from HGF948 in 1953 and was rebuilt to FC31F by Rhodes using the Brush body from CUB1.

Withdrawn 1953 (JUB658), 1956 (JUB129), 1959 (JUB128, JUB652), 1960 (JUB649 [as HGF948], JUB650, JUB659), 1962 (JUB647, JUB648, JUB651).



JUA918 was a 1944 Daimler CWA6 with Roe 56-seat bodywork. It was fitted with platform doors in 1955 and survived in service until 1959. (John Kaye).

1946

JUM376-378; Leyland PD1; 460862/926/27; Leyland; H30/26R

JUM376 re-seated to H32/26R in 1961.

Withdrawn 1964 (JUM376, JUM378), 1965 (JUM377).

1948

LUB671-676; Leyland PS1/1; 462133/421/73/70031/144/914; Duple; C33F

LUB671-676 rebuilt to FC33F in 1952-1954 by Samlesbury.

Withdrawn 1963.

1949

MUA860-862; Leyland PD2/1; 490598/96/1150; Leyland; H30/26R

MUA863-864; Foden PVSC6; 28700/760; Plaxton; C33F

MUA865-866; Foden PVSC6; 29150/52; Plaxton; FC33F

MUA860-862 re-seated to H32/26R in 1959, 1960 and 1963 respectively.

Withdrawn 1966 (MUA860, MUA861, MUA862, MUA863, MUA865, MUA866), 1967 (MUA864).



MUA866 was a 1949 Foden PVSC6 with Plaxton full-fronted 33-seat coachwork, withdrawn in 1966. (Paul Haywood).

1950

MUA867-868; Foden PVSC6; 29614/180; Plaxton; C33F

Withdrawn 1966 (MUA868), 1967 (MUA867).

1951

ONW2; Foden PVFE6; 30642; Plaxton; FC37F

ONW2 to West Yorkshire Road Car Co. Ltd. 10/67. Not operated.

1952

PNW91-93; Leyland PD2/12; 512536,515291/329; Leyland; H30/26R

PNW91 re-seated to H32/26R in 1961.

PNW92-93 re-seated to H32/26R in 1962.

PNW91-93 to West Yorkshire Road Car Co. Ltd. 10/67. Not operated.

1953

HGF805; Daimler CWA6; 12592; Duple; H30/26R
HGF897; Daimler CWA6; 12848; Park Royal; H30/26R
HGF904; Daimler CWA6; 12855; Park Royal; H30/26R
HGF911; Daimler CWA6; 12862; Park Royal; H30/26R
HGF913; Daimler CWA6; 12864; Park Royal; H30/26R
HGF916; Daimler CWA6; 12867; Park Royal; H30/26R
HGF948; Daimler CWA6; 12899; Park Royal; H30/26R
HGF949; Daimler CWA6; 12900; Park Royal; H30/26R
HGF951; Daimler CWA6; 12902; Park Royal; H30/26R
HGF953-954; Daimler CWA6; 12904/05; Park Royal; H30/26R
HGF957-958; Daimler CWA6; 12908/09; Park Royal; H30/26R

HGF940 (Daimler CWA6, 12891, Park Royal, H30/26R, new 1946) was also acquired but used for spares (ex-LT No D263); ex-London Transport Nos. D178/220/227/234/236/239/271/272/274/276/277/280/281 respectively, new 1946. JUB649 received the chassis (12899) and registration from HGF948 in 1953 and was rebuilt to FC31F by Rhodes using the Brush body from CUB1.

Withdrawn 1960 (HGF897, HGF904, HGF948 [JUB649], HGF949, HGF951, HGF958), 1961 (HGF805, HGF913, HGF916, HGF953, HGF954, HGF957), 1962 (HGF911).



In 1953 and 1954 Ledgard acquired a number of ex-London Transport Daimler CWA6's with Park Royal bodywork. This is HGF913, new in 1946, it remained in service until 1961. (R. F. Mack).

1954

EHN965-967; Leyland TS8; 302196-98; ECW; DP32F
EHN970; Leyland TS8; 302201; ECW; DP32F
HGF876; Daimler CWA6; 12827; Park Royal; H30/26R
HGF887-888; Daimler CWA6; 12838/39; Park Royal; H30/26R
HGF890-891; Daimler CWA6; 12841/42; Park Royal; H30/26R
HGF907-908; Daimler CWA6; 12858/59; Park Royal; H30/26R
HGF910; Daimler CWA6; 12861; Park Royal; H30/26R
HGF914; Daimler CWA6; 12865; Park Royal; H30/26R

EHN965-967, EHN970 ex-United Automobile Services Nos. LLE9-11/13 respectively, new 1939. Acquired for bodies, which were to be fitted to EUG124-127, but found unsuitable. EHN965 was subsequently used for spares and EHN966, EHN967 and EHN970 re-registered EUG127, EUG124 and EUG125 respectively and entered service as such.

HGF876, HGF887, HGF888, HGF890, HGF891, HGF907, HGF908, HGF910 and HGF914 ex-London Transport Nos. D199/210/211/213/214/230/231/233 and 237 respectively, new 1946. HGF888/891/907/908/914 fitted with platform doors before entering service.

Withdrawn 1957 (EHN966 [EUG127]), 1959 (EHN967 [EUG124], EHN970 [EUG125], HGF887), 1960 (HGF876, HGF888, HGF890, HGF891, HGF907, HGF914), 1961 (HGF908, HGF910).

1955

UUA791-792; AEC Reliance; MU3RV471/72; Burlingham; C41F
UUA793-795; Leyland PSUC1/2; 552974/553113/14; Burlingham; C41C
UUA796; Leyland PSUC1/2; 553380; Burlingham; C41F

UUA791-96 to West Yorkshire Road Car Co. Ltd. 10/67. Not operated.

1956

FBU77; Leyland PS1/1; 483270; Plaxton; C33F
FBU896; Leyland PS2/3; 495833; Burlingham; C33F
GYL291; Daimler CWA6; 12238; Brush; H30/26R
JP7865; AEC Regal III; 9621E812; Beccols; FC33F
JP8146; AEC Regal III; 9621E1079; Beccols; FC33F
LRW377; Daimler G6HS; 25001; Duple; B36D

FBU77 ex-Devonways, Oldham, new 1949.

FBU896 ex-Holt Bros., Oldham, new 1950.

GYL291 ex-Bee Line, W. Hartlepool, new 1945 (to LPTB No. D126).

JP7865, JP8146 ex-Smith & Co., Wigan (Nos. 52 and 62 respectively), new 1949 and 1950 respectively. Rebuilt to full front in 1952 by Samlesbury.

LRW377 ex-Daimler demonstrator, new 1951.

Withdrawn 1960 (FBU77, GYL291, JP7865, JP8146, LRW377), 1964 (FBU896).

1957

**1949-1954U; AEC Regent V; D3RV415-20; Roe; H37/28R
FJW938; AEC (Rebuild); E43/0/48; Burlingham; C33F
GHA936; Daimler CWA6; 11469; Weymann; H30/26R
GHA941; Daimler CWA6; 11464; Duple; H30/26R
GHA945; Daimler CWA6; 11482; Duple; H30/26R
GHA965; Daimler CWA6; 11511; Duple; H30/26R
GHA968; Daimler CWA6; 11514; Duple; H30/26R
GUY3; Guy Arab UF; UF70532; Park Royal/Guy; B40F
GVA289; Leyland PSU1/11; 502909; Duple; C41F
JJW239; Guy Arab III; FD33208; Guy; B35F
JP7221; Leyland PS1/1; 482000; Bellhouse Hartwell; FC33F
KUP949; Leyland PS1/1; 496118; Burlingham; C33F
MTJ357; Maudslay Regal IV; M9821E10009; Burlingham; C41C
NWW805-806; Atkinson PL745H; FC2363/62; Burlingham; B44F
XUG141; Daimler CVG6; 19025; Burlingham; H36/27R**

FJW938 ex-Stubbs, Tunstall, new 1948 (reconstructed by Don Everall from Birmingham CT Regent OG373).

GHA936, GHA941, GHA945, GHA965, GHA968 ex-BMMO (Nos. 2512, 2517, 2521, 2530, 2533), new 1943 or 1944 (GHA965/968).

1957 (continued)

GUY 3, JJW239, NWW805-806 ex-Kitchin & Sons, Pudsey new 1951 or 1955 (NWW805-806).

GVA289, KUP949 ex-Baxter, Airdrie (Nos. 42 and 40 respectively), new 1951 and 1950 respectively.

JP7221 ex-Smith & Co., Wigan (No. 45), new 1948. Rebuilt to FC33F in 1955 by Samlesbury.

MTJ357 ex-Mascot Coaches, Norwich (No. 9), new 1951.

1949-1954U, KUP949, XUG141 to West Yorkshire Road Car Co. Ltd., 10/67; re-numbered DAW5-10 (1949-1954U) and DGW12 (XUG141). KUP949 not operated.

Withdrawn 1958 (JP7221), 1960 (FJW938, GHA945, GHA968), 1961 (GHA941, GHA965, JJW239), 1962 (GHA936), 1963 (MTJ357, NWW805, NWW806), 1967 (GUY3, GVA289).



GHA968 was an ex-BMMO Daimler CWA6 new in 1944 with Duple 56-seat bodywork. It was withdrawn in 1960. (John Kaye).

1959

**EN8408; Daimler CWA6; 11420; Roe; H31/25R
EWO772-773; Albion CX13; 58026L/27B; Bristol; B35R
FAX306; Albion CX13; 58024K; Bristol; B35R
FAX308; Albion CX13; 58027L; Bristol; B35R
FAX311; Albion CX13; 58027F; Bristol; B35R
GHN631; Bristol K6A; W1024; ECW; L27/28R
GHN635; Bristol K6A; W1146; ECW; L27/26R
GHN837; Bristol K6A; W2055; ECW; L27/26R
GHN838; Bristol K6A; W2096; ECW; L27/28R
GHN840; Bristol K6A; W2100; ECW; L27/26R**

EN8408 ex-Bury Corporation (No. 95), new 1943.

EWO772-773, FAX306, FAX308, FAX311 ex-Red & White (Nos. S23/24, S246, S446, S746), new 1946. Renovated by Samlesbury.

GHN631, GHN635, GHN837, GHN838, GHN840 ex-United Automobile Services (Nos. BAL1, BAL4-6, BAL8), new 1945 (GHN631, GHN635) and 1946.

Withdrawn 1961 (EWO772, FAX308, FAX311), 1962 (EWO773, FAX306), 1963 (EN8408), 1964 (GHN631, GHN837-38), 1965 (GHN635, GHN840).

1960

GBU537; Leyland PS2/3; 501256; Plaxton; FC39F
GBU539; Leyland PS2/3; 500390; Plaxton; FC39F
JFJ50-52; Daimler CVD6; 14967-69; Brush; H30/26R
JFJ55; Daimler CVD6; 14972; Brush; H30/26R
KBU880; Bedford SBO; 34730; Duple; C38F
KHU602; Bristol K6A; 64002; ECW; L27/28R
KHU603; Bristol K6B; 64005; ECW; L27/28R
LAE2; Leyland PD1A; 472309; Bristol; H30/26R
LNW522-531; Daimler CVD6; 15043-52; Brush; H30/26R
SDU711; Daimler CVG6; 18954; Willowbrook; H37/29RD

GBU537, GBU539 ex-Broadway Motors, Hollinwood, new 1951.

JFJ50-52, JFJ55 ex-Exeter Corporation (Nos. 28-30, 33), new 1948.

KBU880 ex-Green & Sons, Brierley Hill, new 1955.

KHU602, KHU603, LAE2 ex-Bristol Omnibus (Nos. L4105/4106, C4033), new 1947 and 1948 (LAE2).

LNW522-531 ex-Leeds Corporation (Nos. 522-531), new 1948.

SDU711 ex-demonstrator, new 1956; to West Yorkshire Road Car Co. Ltd. 10/67, re-numbered DGW11

Withdrawn 1963 (GBU537, GBU539, JFJ50-52, JFJ55, KBU880, LNW524, LNW528, LNW531), 1964 (LNW522-523, LNW525-527, LNW530), 1965 (KHU603, LNW529), 1967 (KHU602, LAE2).



In 1960 Ledgard acquired 10 Daimler CVD6 with Brush 56-seat bodywork from Leeds Corporation. They had been new in 1948. This is LNW529 which survived until 1965. (John Kaye).

1961

ARN392-394; Leyland PD1; 460931/57/56; Alexander; H32/26R
BCK414-415; Leyland PD1A; 470018/463016; Leyland; H32/26R
BCK421-422; Leyland PD1A; 470962/61; Leyland; H32/26R
BCK621; Leyland PD1A; 462945; Leyland; H32/26R
BCK624; Leyland PD1A; 463011; Leyland; H32/26R
BCK633; Leyland PD1A; 471814; Samlesbury; H32/26R
BCK636; Leyland PD1A; 471830; Leyland; H32/26R
KHU608; Bristol K6A; 64056; ECW; L27/28R
KHW243; Leyland PD1A; 470836; Bristol; H30/26R
KHW622; Leyland PD1A; 470979; Bristol; H30/26R
KHW631; Leyland PD1A; 471695; ECW; H30/26R
KHY395; Leyland PD1A; 472148; ECW; H30/26R
KHY746; Bristol K6B; 64174; ECW; H30/26R
LAE12; Leyland PD1A; 472849; ECW; H30/26R

ARN392-394, BCK621, BCK624, BCK633, BCK636 ex- Preston Corporation (Nos. 88/89, 52, 71, 90, 99, 102), new 1946 (ARN392-394) and 1947.
BCK414-415, BCK421-422 ex-Ribble Motor Services (Nos. 2471-72, 2478-79), new 1947.
KHU608, KHW622, KHW631, KHY395, KHY746, LAE12 ex-Bristol Omnibus (Nos. L4107, C4002, C4011, C4020, C4026, C3706, C4043), new 1947 (KHW243) or 1948.

1961 (continued)

Withdrawn 1964 (KHU608, KHY746), 1965 (KHW243, LAE12), 1966 (KHW622), 1967 (ARN392, BCK624, KHW631)

ARN393-394, BCK414-415, BCK421-422, BCK621, BCK633, BCK636, KHY395 to West Yorkshire Road Car Co. Ltd. 10/67, but not operated.

1962

**GDK401-405; AEC Regent III; 0961872-76; East Lancs; H31/28R
GWY157; AEC Regent III; 09611684; Roberts; H30/26R
JWU131; Leyland PD2/1; 500108; Leyland; H30/26R**

GDK401-405 ex-Rochdale Corporation (Nos. 201-205), new 1948.

GWY157, JWU131 ex-Felix Motors, Hatfield (Nos. 26, 28), new 1948 (GWY157) and 1950 (JWU131).

GDK401, GWY157, JWU131 to West Yorkshire Road Car Co. Ltd. 10/67, but not operated.

Withdrawn 1965 (GDK404), 1966 (GDK405), 1967 (GDK402-403).

1963

252BNW; Ford 570E; 510E55698; Duple; C41F
8848WY; Ford 570E; 510E52784; Duple; C41F
DCN831; Guy Arab LUF; LUF72138; Picktree; C35F
DCN834-838; Guy Arab LUF; LUF72143/78/84/85/89; Picktree; C35F
DCN839-840; Guy Arab LUF; LUF72222/23; Picktree; C35F
EUH959; Leyland PD2/3; 502568; Leyland; L27/26R
KGK687; AEC Regent III; 09612994; Weymann; H30/26R
KLB529; AEC Regent III; 09613233; Park Royal; H30/26R
KLB837; AEC Regent III; 09613354; Weymann; H30/26R
LHU520; Bristol K5G; 66184; ECW; H30/26R
LLU803; AEC Regent III; 09615146; Park Royal; H30/26R
LYR846; AEC Regent III; 09616302; Weymann; H30/26R
LYR867; AEC Regent III; 09616338; Weymann; H30/26R
LYR916; AEC Regent III; 09616528; Weymann; H30/26R
LYR926; AEC Regent III; 09616562; Weymann; H30/26R
LYR933; AEC Regent III; 09616565; Weymann; H30/26R
MLL828; AEC Regent III; 09616587; Weymann; H30/26R
MLL838; AEC Regent III; 09616600; Weymann; H30/26R
MXX137; AEC Regent III; 09616746; Weymann; H30/26R
MXX147-149; AEC Regent III; 09616779/58/34; Weymann; H30/26R
MXX176; AEC Regent III; 09616799; Weymann; H30/26R

1963 (continued)

MXX179; AEC Regent III; 09616794; Weymann; H30/26R
NLE831; AEC Regent III; 09616926; Weymann; H30/26R
NLP598; AEC Regent III; 09617507; Park Royal; H30/26R
NXP764; AEC Regent III; 09617491; Park Royal; H30/26R
NXP864; AEC Regent III; 09617523; Park Royal; H30/26R
OLD705; AEC Regent III; 09617902; Park Royal; H30/26R

252BNW ex-Rogers Motor Coaches, Leeds, new 1962.

8848WY ex-Waterhouse, Crawshawbooth, new 1961.

DCN831, DCN834-840 ex-Northern General (Nos. 1531, 1534-1540), new 1954.

EUH959 ex-Eynon & Sons, Trimsaran, new 1950.

LHU520 ex-Bristol Omnibus (No. C3411), new 1948.

KGK687, KLB529/837, LLU803, LYR846/67/916/26/93, MLL828/838, MXX137/47-49/76/79, NLE831, NLP598, NXP764/864, OLD705 ex-London Transport (Nos.

RT1218/180/2458/1895/3427/48/97/3507/14/18/28/3622/32-34/3724/4605/410/611/485 respectively), new 1949 (KGK687, KLB529/837), 1950 (LLU803), 1952 (LYR846/67/916/926/933, MLL828/838, MXX137/147-149), 1953 (MXX176/179, NLE831, NLP598, NXP764/864) and 1954 (OLD705); to West Yorkshire Road Car Co. Ltd. 10/67, but not operated.

DCN834-840, 8848WY, 252BNW; to West Yorkshire Road Car Co. Ltd. 10/67; re-numbered CF1 (8848WY) and CF2 (252BNW); DCN834-840 not operated.

Withdrawn 1965 (LHU520), 1966 (EUH959), 1967 (DCN831).



DCN836 was a 1954 Guy Arab LUF (ex-Northern General 1536) with uncommon Picktree coachwork that joined the Ledgard fleet in 1963. (John Boylett courtesy John Kaye).

1964

846-847HUA; Bedford SB5; 92886/881; Duple; C41F
856-859HUB; Bedford SB5; 94153/52/50/94359; Plaxton; C41F
CRN852; Leyland PD2/3; 501401; Leyland; L27/26R
CRN855; Leyland PD2/3; 501441; Leyland; L27/26R
CRN866; Leyland PD2/3; 501605; Leyland; L27/26R
DRN273; Leyland PD2/3; 504783; Leyland; L27/26RD
HLW181; AEC Regent III; 0961161; Park Royal; H30/26R
KYY504; AEC Regent III; 9612E5026; Weymann; L27/26R
LYR915; AEC Regent III; 09616518; Weymann; H30/26R
LYR918; AEC Regent III; 09616524; Weymann; H30/26R
LYR924; AEC Regent III; 09616532; Weymann; H30/26R
MLL834; AEC Regent III; 09616609; Weymann; H30/26R
MLL907; AEC Regent III; 09616730; Weymann; H30/26R
MLL910; AEC Regent III; 09616729; Weymann; H30/26R
MLL920; AEC Regent III; 09616747; Weymann; H30/26R

846-847HUA and 856-859HUB were hired for the summer season from Hughes (dealer), Gomersal, 857/859HUB for 1 season (returned 10/64), 846/847HUA for 3 seasons (returned 10/66) and 856/858HUB for 4 seasons (returned 10/67).

1964 (continued)

CRN852, CRN855, CRN866, DRN273 ex-Ribble Motor Services (Nos. 2759, 2762, 2773, 1333), new 1950; to West Yorkshire Road Car Co. Ltd. 10/67, but not operated.

HLW181, KYY504, LYR915/918/924, MLL834/907/910/920 ex-London Transport (Nos. RT194, RLH4, RT3496/3499/3505/3524/3597/3600/3610), new 1947 (HLW181), 1950 (KYY504) and 1952; to West Yorkshire Road Car Co. Ltd. 10/67, but not operated.

1965

**7543WW; Bedford SB1; 80084; Plaxton; C41F
AUM413-414C; Leyland PSU3/3R; L24929/30; Plaxton; C51F
HLX157; AEC Regent III; 0961388; Weymann; H30/26R
KGU263; Leyland 7RT; 493260; Park Royal; H30/26R
KXW125; AEC Regent III; 09613500; Park Royal; H30/26R
KXW494; AEC Regent III; 09613999; Weymann; H30/26R
KYY502; AEC Regent III; 9612E5025; Weymann; L27/26R
KYY506; AEC Regent III; 9612E5033; Weymann; L27/26R
KYY508; AEC Regent III; 9612E5027; Weymann; L27/26R
KYY868; AEC Regent III; 09615067; Park Royal; H30/26R**

7543WW on loan from Hughes (dealer) Gomersal 29/7 to 30/8/65.

AUM413-414C hired from Hughes (dealer), Gomersal for 3 summer seasons, returned 10/67.

HLX157, KGU263, KXW494 ex-Lesney Products, London, (new 1948, 1949, 1950 respectively to London Transport RT340, RTL305, RT1395).

KXW125, KYY868 ex-Super Coaches, Upminster, (new 1950 to London Transport RT2496/4265).

KYY502/506/508 ex-London Transport (Nos. RLH2/6/8), new 1950.

HLX157, KGU263, KXW125/494, KYY502/506/508/868 to West Yorkshire Road Car Co. Ltd. 10/67, but not operated.

1966

BCK427; Leyland PD1A; 462224; Burlingham; L27/26RD
BCK441; Leyland PD1A; 470180; Burlingham; L27/26RD
DCN832; Guy Arab LUF; LUF72140; Picktree; C35F
GTY169; Leyland PD2/12; 531894; Metro-Cammell; H32/26R
KYY536; AEC Regent III; 09613673; Weymann; H30/26R
KYY799; Leyland 7RT; 501917; Metro-Cammell; H30/26R
LLU842; Leyland 7RT; 502192; Metro-Cammell; H30/26R
LLU853; Leyland 7RT; 502205; Metro-Cammell; H30/26R
LLU873; Leyland 7RT; 502582; Metro-Cammell; H30/26R
PDV726; AEC Regent III; 9613S8092; Weymann; H32/26RD
PDV732; AEC Regent III; 9613S8098; Weymann; H32/26RD

BCK427/441 ex-Ribble Motor Services (Nos. 2484,2498), new 1947.
DCN832 ex-Wood, Pollington, (new 1954 to Northern General No. 1532).
GTY169 ex-Tyneside Omnibus Co. (No. 39), new 1954.
KYY536/799, LLU842/853/873 ex-London Transport (Nos. RT1709, RTL829/852/863/883), new 1950.
PDV726/732 ex-Devon General (Nos. DR726/732), new 1954.
BCK427/441, GTY169, KYY536/799, LLU842/853/873, PDV726/732 to West Yorkshire Road Car Co. Ltd. 10/67, but not operated.
Withdrawn 1967 (DCN832, dismantled for spares).



PDV732 was one of two 1954 AEC Regent III's purchased from Devon General in 1966. It carried Weymann 58-seat bodywork and passed to West Yorkshire in October 1967 but was not operated. (John Boylett courtesy John Kaye).

1967

**JUB301-304E; Bedford VAM14; 6846672/741/769/803; Plaxton; C45F
MCY405; AEC Regent V; MD3RV008; Weymann; H33/26R
MCY408; AEC Regent V; MD3RV011; Weymann; H33/26R
NCY453; AEC Regent V; MD3RV184; Weymann; H32/28R
NCY455; AEC Regent V; MD3RV186; Weymann; H32/28R**

JUB301-304E hired for summer season from Hughes (dealer), Gomersal, returned 10/67.

MCY405/408/453/455 ex-South Wales Transport Co. (Nos. 445/448/462/464), new 1955 (MCY405/408) and 1956.

MCY405/408, NCY453/455 to West Yorkshire Road Car Co. Ltd. 10/67; re-numbered DAW1-4 respectively.

Cream Bus Service Ltd.
(Samuel Ledgard (Ilkley) Ltd. from 1952)
Bus Fleet List
1925-1964

This listing is in the format - Reg. No; Chassis; Chassis No; Body; Seating.

Fleet at take-over 5/25

AK8791; Palladium; ? ; ? ; Ch20
WT1828; Karrier CY; 20233; Roe; B20F
WT3006; Karrier CY; 20318; Roe; B20F
WT3541; Karrier CY; 20614; Roe; B21R
WY4397; Ford; 5825190; ? ; B14?
WY5406; Ford; 5830805; ? ; B14?
WY6836; Ford; 6495399; ? ; B6?
WY8310; Karrier C; 20104; Roe; B20F
? ; Ford; ? ; ? ; ?

AK8791 ex-Blakey, Otley 1922, new 1921.

The Ford vehicles were not operated under Ledgard ownership.

WY8310 was new 1923. WT1828/3006/3541 were new 1924.

Withdrawn 1928 (WT3541), 1929 (AK8791, WT1828, WY8310), 1931 (WT3006).

1927

WU2923; AEC 413; 413088; ? ; B30R
WU4454; Guy BBK; BBK1970; ? ; B32R
WU4734; Berliet 35hp; VMB28729; Roe; B14R
WU4747; AEC 411; 411116; ? ; B30R
WU8954; AEC 413; 413089; ? ; B30R

Ex-Anticham, Burley-in-Wharfedale. New 1925 (WU2923) and 1926.

Withdrawn 1930 (WU4734), 1934 (WU4454, WU4747), 1935 (WU2923, WU8954).

1934

AUB489; Leyland TD3; 5515; Leyland; L27/26R

Re-bodied by Leyland to L26/26R in 1938.

Withdrawn 1953.



Allocated to the Cream Bus fleet in 1934 was AUB489, a Leyland TD3 with Leyland lowbridge 53-seat bodywork. It was re-bodied in 1938. (LTHL collection).

1935

AUB490; Leyland TD3; 5516; Leyland; L27/26R
AUM990; Leyland TD4; 6146; Leyland; L27/26R
BUA400-401; Leyland TD4; 6972/71; Leyland; L27/26R
BUA403; Leyland TS7; 6973; Leyland; C33R

AUB490 re-bodied by Leyland to L24/24R in 1939.

AUM990, BUA400-401 re-bodied by Leyland to L26/26R in 1938.

BUA403 received second-hand ECW B34R body from EYMS No.340 (DKH448) in 1953.

Withdrawn 1953 (AUB490, AUM990, BUA400), 1954 (BUA401), 1956 (BUA403).

1937

EUG123; Leyland TD4; 13379; Leyland; L27/26R

Withdrawn 1953.

1939

HUA846-847; Leyland TD5; 302427-428; Leyland; H30/26R
HUA849; Leyland TD5; 302430; Leyland; H30/26R

HUA847 was fitted with top-deck from Chester Corporation No 36 (EFM378) after accident damage in 1951.

Withdrawn 1954 (HUA847, HUA849), 1956 (HUA846).

1946

JUM373; Leyland PD1; 460830; Lancs Aircraft; H30/26R

Fitted with platform doors in 1955; re-seated to H32/26R in 1960.

Withdrawn 1964.

B. & B. Tours Ltd.
(Samuel Ledgard (Bradford) Ltd. from 1952)
Bus Fleet List
1935-1963

This listing is in the format - Reg. No; Chassis; Chassis No; Body; Seating.

Fleet at take-over 4/35

KW4030; Leyland PLC1; 46968; Leyland; C26F
KW4581; Leyland PLSC3; 47444; ? ; B35F
KW5095-5096; Leyland PLSC3; 47538-539; United; B32F
KW5384-5385; Leyland PLSC3; 47850/822; Strachan; B32F
KW7944-7945; Leyland LT1; 50890/92; Burlingham; C30F
KW8593; Leyland TS1; 60986; Burlingham; C30F
KW9796-9797; Leyland TS3; 61649/50; Burlingham; C30F
KY2239; Leyland KP2; 639; Strachan; C20F
KY7082; Leyland LT5B; 4302; Wilks & Meade; C32F

KW4030, new 1928, KW4581, new 1928, KW5095-5096, new 1929, KW5384-5385, new 1929, KW7944-7945, new 1930, KW8593, new 1930, KW9796-9797, new 1931, KY2239, new 1932, KY7082, new 1934.

Fleet at take-over 4/35 (continued)

KW4030, KW7944/45 re-seated to C28F at a later date.

KW9796/97 re-bodied by Duple to C31F in 1939.

KY7082 received second-hand ECW B33R body from ex-EYMS No 334 (DKH442) in 1953.

Withdrawn 1935 (KW4030), 1936 (KW5384/5385), 1937 (KW5095/5096), by 1939 (KY2239), 1941 (KW7944/7945), by 1943 (KW4581), 1945 (KW9796), 1950 (KW9797), 1951 (KW8593), 1956 (KY7082).

1935

BUA402; Leyland TS7; 6974; Leyland; C33R

Fitted with second-hand Barnaby B33F (from Bullock & Sons HL9495, No. 233) in 1952.

Withdrawn 1958.



KY7082 was new in 1934 and was acquired with the business of B&B Tours Ltd in 1935. It originally had a Wilks & Meade 32-seat coach body but was re-bodied in 1953 with this second-hand ECW bus body. (John Kaye).

1936

**AKW849; Leyland TS7; 9522; English Electric; C32F
UA8730; Leyland TS1; 60479; Roe; C29F**

UA8730 transferred from Samuel Ledgard Ltd., new 1929.
AKW849 fitted with bus seats in 1953 becoming DP33F.
Withdrawn 1943 (UA8730), 1956 (AKW849).

1937

BKW909; Leyland TS7; 13378; Duple; C32F

Withdrawn 1955.

1938

CKW267; Leyland TS7; 17438; Duple; C32F

Withdrawn 1959.

1946

JUM374-375; Leyland PD1; 460860-861; Leyland; H30/26R

Re-seated to H32/28R in 1959 (JUM374) and 1961 (JUM375).
Withdrawn 1962 (JUM374), 1963 (JUM375).

1948

FAK661-662; Leyland PS1/1; 471888; Duple; C33F

Rebuilt to FC33F by Samlesbury in 1952 (FAK661) and 1954 (FAK662).
Withdrawn 1962 (FAK661), 1963 (FAK662).

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Additional information, corrections and photographs are always welcome.
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