

# County Motors (Lepton) Ltd



1919 - 1968

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Cover Illustration: No. 81 (ECX607), a 1949 Guy Arab III with Roe 53-seat lowbridge body. It was withdrawn in 1964. (John Kaye).

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On the 11 October 1919, A & B Farrar, trading as County Motors commenced a route between Huddersfield and Lepton, via Emley and Flockton using ex-War Department chassis. Some of the early vehicles were simply lorries with seats.

The company was incorporated as County Motors Ltd. on the 22 December 1919.

In 1923 the company commenced further services to Wakefield and Dewsbury and by the end of 1926 the fleet numbered 18 vehicles.

The business was put up for sale in January 1927 and in August of the same year control of the company passed jointly to Barnsley & District Traction (the forerunner of Yorkshire Traction) and Yorkshire (Woollen District) Electric Traction Ltd, both of whom were BET companies, and the West Riding Automobile Company, who at the time was a large independent company. This combination of owners led to County Motors being maintained as a separate operating entity for a number of years and vehicle policy reflected the tastes of its three co-owners, who also provided all administration and maintenance facilities.

Although the route network changed little over the years, the original vehicles acquired in 1927 consisting of a number of Reo Pullman saloons were soon replaced by the more heavyweight Leyland Lion chassis and

subsequently by the Leyland Tiger. The first vehicles for the newly acquired operator were Nos. 28-29, Leyland PLSC3's of 1928, followed in 1929 by a number of Leyland LT1's (Nos. 30-36). The fleet was never large and was garaged at the Waterloo depot, which Yorkshire Traction had acquired with the business of Mitchell in 1925, selling it to County Motors in 1927.

Double-deckers were used for the first time in 1943, when a pair of Leyland TD2's were loaned by Yorkshire Woollen, although the company received its own double-deckers in 1944 when 3 (Nos. 64-66) Guy Arab II's were delivered. The influence of West Riding was seen in the purchase of two (Nos. 99-100) Guy Wulfrunians in 1961, but they remained in service for just two years before being withdrawn.

On the 30 October 1967, the West Riding Automobile Company was acquired by the Transport Holding Company (THC), and on 1 March 1968 the BET shareholding in the other two joint owners passed to the THC. As a result all three co-owners were now nationalised and part of the same company removing the need to keep County Motors as a separate operating unit. Consequently, on the 1 October 1968 Yorkshire Traction Company Ltd acquired all the shares in County Motors taking control of the company, bringing to an end the separate existence of this tiny fleet.

## Bus Fleet List 1919-1968

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

### 1919

1	CX3248	AEC YB	12416	??	Ch??
2	CX3439	AEC YB	12149	??	*
3	CX3376	AEC YB	??	??	*
4	CX3645	Karrier WDS	3012	??	Ch??

No. 1 re-bodied by Charlton, Huddersfield to B28F c. 1922.

\*Nos. 2-3 were lorries with seating; No. 2 re-bodied by ?? to B28F c. 1923; No. 3 re-bodied by ?? to B32F at a later date (and probably re-numbered 8).

No. 4 re-bodied by Charlton, Huddersfield to B30F c. 1923.

Withdrawn **unknown** (3[8]), **1925** (1-2, 4).



No. 2 (CX3439) was an AEC YB lorry fitted with perimeter seating for use as a bus. It was later re-bodied with a B28F body by an unknown builder. (LTHL collection).

**1923**

<b>5</b>	<b>CX5596</b>	<b>GMC K16</b>	<b>1618664</b>	<b>??</b>	<b>B20F</b>
<b>6</b>	<b>CX5863</b>	<b>AEC</b>	<b>??</b>	<b>??</b>	<b>B30F</b>

No. 5 rebuilt as a goods vehicle and re-registered WT6322; it was re-numbered 7 at the same time.

Withdrawn **1924** (5), **1925** (6).

## 1925

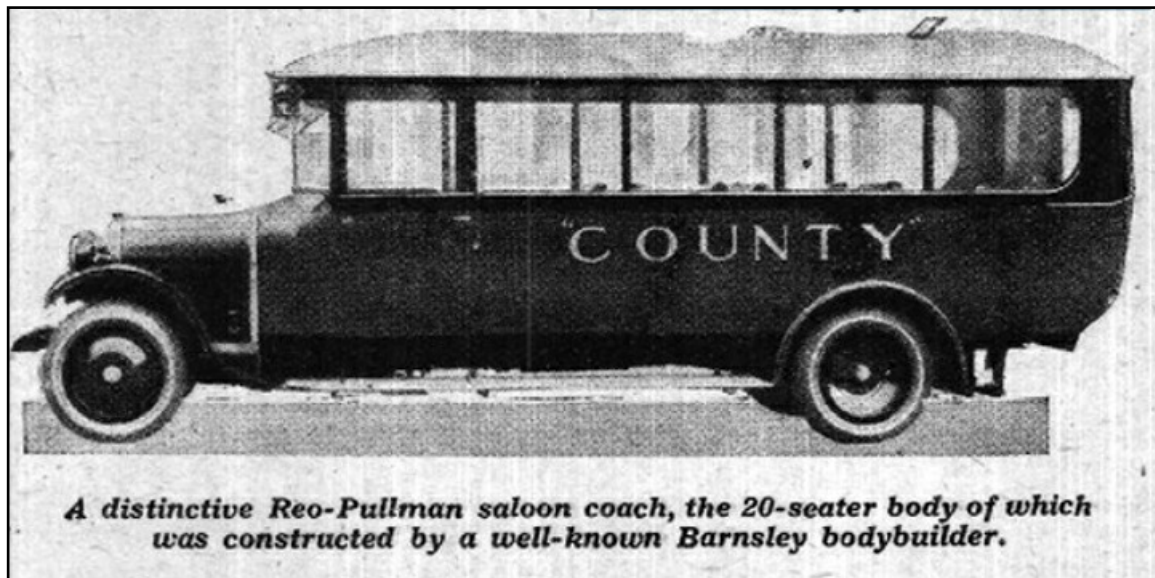
9	WU257	Reo Pullman	691	Taylor	B20F
10	WU557	Reo Pullman	899	Taylor	B20F
11	WU2464	Reo Pullman	891	Taylor	B20F
12	WU2713	Reo Pullman	1401	Taylor	B20F
13	WU3149	Reo Pullman	1541	Taylor	B20F
14	WU3335	Reo Pullman	1565	Taylor	B20F
15	WU3612	AEC 411	411094	Taylor	B26F
16	WU3671	Reo	W1605	Taylor	B20F
17	U3613	AEC 411	??	Taylor	B26F

John Taylor was a coachbuilder of Central Carriage Works, Foundry Street, Barnsley.

No. 13 re-numbered 24 in 1926.

Nos. 15, 17 rebuilt by Barnsley & District in 1928.

Withdrawn **1929** (9-12, 14, 16), **1930** (13[24]), **1931** (15, 17).



One of the six REO Pullman 20-seater saloon coaches bodied by John Taylor. (Commercial Motor Archive).

## 1926

18	WU3672	Reo Pullman	W1710	Taylor	B20F
19	WU6538	AEC 411	411171	Taylor	B26F
20	WU5929	AEC 411	411173	Taylor	B26F
21	WU5928	Reo Pullman	W2125	Taylor	B20F
22	WU7677	AEC 414	414065	Taylor	B25F
23	WU8029	AEC 414	414061	Taylor	B25F
25	WU7678	AEC 414	414048	Taylor	B25F
26	WU8427	AEC 413	413071	Taylor	B26F
27	WU8736	AEC 414	414058	Taylor	B25F

No. 19 re-bodied with second-hand body via Pelican Engineering, Rothwell in 1930.

No. 20 rebuilt by Yorkshire Woollen District in 1930 and re-numbered 37.

No. 23 rebuilt by Barnsley & District in 1928.

Withdrawn 1930 (18, 21), **1931** (19), **1932** (23, 26), **1933** (22, 25, 27), **1934** (20[37]).

**1928**

<b>28-29</b>	<b>WW5222-23</b>	<b>Leyland PLSC3</b>	<b>47193-94</b>	<b>Leyland</b>	<b>B35F</b>
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Withdrawn **1935** (28-29).

**1929**

<b>30</b>	<b>VH2322</b>	<b>Leyland LT1</b>	<b>50290</b>	<b>Brush</b>	<b>B??F</b>
<b>31-32</b>	<b>VH2325-26</b>	<b>Leyland LT1</b>	<b>50291-92</b>	<b>Brush</b>	<b>B??F</b>
<b>33-36</b>	<b>VH2318-21</b>	<b>Leyland LT1</b>	<b>50375-78</b>	<b>Leyland</b>	<b>B??F</b>

No. 36 rebuilt by County Motors in 1930.

Withdrawn **1936** (30-32), **1937** (34, 36), **1938** (35).

**1930**

<b>38</b>	<b>WW2280</b>	<b>ADC 416</b>	<b>416015</b>	<b>??</b>	<b>B32F</b>
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No. 38 ex-Barnsley & District (new 1927).

Withdrawn **1934** (38).

**1931**

<b>39-40</b>	<b>VH3683-84</b>	<b>Leyland LT2</b>	<b>51581-82</b>	<b>Leyland</b>	<b>B32F</b>
<b>41-42</b>	<b>VH4000-01</b>	<b>Leyland LT5</b>	<b>346-47</b>	<b>Leyland</b>	<b>B32F</b>

Withdrawn **1939** (42), **1942** (41), **1943** (39-40).

**1933**

<b>43-45</b>	<b>VH5052-54</b>	<b>Leyland LT5</b>	<b>2685-87</b>	<b>Roe</b>	<b>B32F</b>
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Withdrawn **1939** (43-45).

**1934**

<b>46-47</b>	<b>VH6541-42</b>	<b>Leyland LT5A</b>	<b>4821-22</b>	<b>Roe</b>	<b>B32F</b>
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No. 47 rebuilt by Woodall Nicholson in 1944.  
Withdrawn **1943** (46), **1944** (47).



Seen here in an official Leyland Motors photograph taken before delivery is No. 41 (VH4000), a Leyland LT1 with Leyland B32F bodywork. (LTHL collection).

**1935**

**48-50    VH7551-53    Leyland TS7    7273-75    Roe    B32F**

No. 49 rebuilt by County Motors in 1945; rebuilt again by Roe in 1946.  
Withdrawn **1948** (48-50).

**1936**

**51-53    VH8800-02    Leyland TS7    9549-51    Roe    B32F**

No. 51 rebuilt by Yorkshire Woollen District in 1945.  
Withdrawn **1948** (53), **1949** (51-52).

**1937**

**54-57    VH9929-32    Leyland TS7    12854-57    Roe    B32F**

No. 57 rebuilt by County Motors in 1946.  
Withdrawn **1947** (56-57), **1949** (54-55).

**1938**

<b>58-59</b>	<b>AVH570-71</b>	<b>Leyland TS8</b>	<b>16103-04</b>	<b>Roe</b>	<b>B32F</b>
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Withdrawn 1950 (58-59).

**1939**

<b>60-61</b>	<b>BVH141-42</b>	<b>Leyland TS8</b>	<b>301151-52</b>	<b>Roe</b>	<b>B32F</b>
<b>62-63</b>	<b>BVH143-44</b>	<b>Leyland TS8</b>	<b>301153-54</b>	<b>Roe</b>	<b>DP30F</b>

No. 60 was fitted with reconditioned body (source unknown) by Yorkshire Woollen District in 1949.

Nos. 62-63 re-seated to DP32F at a later date.

Withdrawn **1950** (60-63).



1939 Leyland TS8 No. 63 (BVH144) carried a Roe 30-seat dual-purpose body. It was withdrawn in 1950. (LTHL collection).

**1944**

<b>64</b>	<b>CCX696</b>	<b>Guy Arab II</b>	<b>FD26657</b>	<b>Roe</b>	<b>L27/28R</b>
<b>65-66</b>	<b>CCX701-02</b>	<b>Guy Arab II</b>	<b>FD26772-73</b>	<b>Park Royal</b>	<b>H30/26R</b>

No. 64 re-seated to L27/26R in 1947.

No. 65 rebuilt by East Lancashire in 1948; re-bodied by Roe to H31/25R in 1950.

No. 66 rebuilt by Park Royal in 1948; re-bodied by Roe to H31/25R in 1950.

Withdrawn **1949** (64), **1961** (66), **1962** (65).

**1945**

<b>67-68</b>	<b>CCX715-16</b>	<b>Guy Arab II</b>	<b>FD27345/68</b>	<b>Roe</b>	<b>L27/28R</b>
<b>69</b>	<b>CCX797</b>	<b>Guy Arab II</b>	<b>FD27802</b>	<b>Roe</b>	<b>L27/28R</b>
<b>70</b>	<b>CCX801</b>	<b>Guy Arab II</b>	<b>FD27925</b>	<b>Roe</b>	<b>L27/28R</b>

No. 68 rebuilt by County Motors in 1947 and again in 1949.

Nos. 69-70 re-bodied by Roe to L27/26R in 1953.

Withdrawn **1949** (67), **1966** (68-69), **1968** (70).



1945 Guy Arab II No. 70 (CCX801) with Roe lowbridge 53-seat bodywork, which replaced the original body (also by Roe) in 1953. (LTHL collection).

**1946**

<b>71-72</b>	<b>CCX931-32</b>	<b>Guy Arab II</b>	<b>FD28301-02</b>	<b>Roe</b>	<b>L27/28R</b>
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Withdrawn **1958** (71-72).

**1948**

<b>73-78</b>	<b>DVH752-57</b>	<b>Leyland PS1</b>	<b>482939/3001-05</b>	<b>Roe</b>	<b>B32F</b>
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Withdrawn **1955** (75, 78), **1959** (73-74, 76-77).

**1949**

<b>79-80</b>	<b>ECX605-06</b>	<b>Guy Arab III</b>	<b>FD36197-98</b>	<b>Roe</b>	<b>L27/26R</b>
<b>81-82</b>	<b>ECX607-08</b>	<b>Guy Arab III</b>	<b>FD36214-15</b>	<b>Roe</b>	<b>L27/26R</b>
<b>83-86</b>	<b>EVB211-14</b>	<b>Leyland PS2/1</b>	<b>491400-02/4868</b>	<b>Roe</b>	<b>B34F</b>

Nos. 85-86 re-bodied by Windover to FC35F in 1954.

Withdrawn **1960** (83-84), **1962** (79-80), **1964** (81-82), **1967** (85-86).



No.86 (EVH214) was a 1949 Leyland PS2 originally with a Roe half-cab body but was re-bodied in 1954 by Windover with a full front 35-seat body. (John Boylett courtesy John Kaye).

**1950**

**87-88 FCX331-32 Leyland PD2/3 504786-87 Leyland H30/26R**

Withdrawn **1964** (87-88).

**1952**

**89-90 FVH165-66 Leyland PD2/12 514967/66 Roe H31/25R**

Withdrawn **1965** (89-90).

**1956**

**75 HE9917 Guy Arab II FD27392 Roe L27/26R**  
**78 HE9918 Guy Arab II FD27397 Roe L27/26R**

Nos. 75, 78 ex-Yorkshire Traction (Nos. 720-721; new 1945).  
 Withdrawn **1958** (75, 78).



No. 87 (FCX331) a 1950 Leyland PD2/3 with Leyland 56-seat bodywork, seen here in Lord Street, Huddersfield in May 1951. (W. J. Wyse courtesy Mike Morant).

**1958**

<b>91-92</b>	<b>NCX176-77</b>	<b>Guy Arab IV</b>	<b>FD73922/31</b>	<b>Roe</b>	<b>L27/28RD</b>
<b>93-94</b>	<b>NCX178-79</b>	<b>Guy Arab IV</b>	<b>FD73932/34</b>	<b>Roe</b>	<b>L27/28RD</b>

Nos. 91-94 to Yorkshire Traction 10/68 (re-numbered 685-688).

**1959**

<b>95-96</b>	<b>OVH606-07</b>	<b>Leyland PSUC1/1</b>	<b>594102-03</b>	<b>Willowbrook</b>	<b>B43F</b>
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Nos. 95-96 to Yorkshire Traction 10/68 (re-numbered 594-595).

**1960**

<b>97-98</b>	<b>SVH354-55</b>	<b>Leyland PSUC1/1</b>	<b>605521-22</b>	<b>MCCW</b>	<b>B45F</b>
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Nos. 97-98 to Yorkshire Traction 10/68 (re-numbered 596-597).



No. 93 (NCX178) was one of four Guy Arab IV's with Roe lowbridge 55-seat bodies new in 1958. (LTHL collection).

**1961**

**99-100 UCX275-76 Guy Wulfrunian FDW74902-03 Roe H43/32F**

Withdrawn **1963** (99-100).

**1962**

**101-102 WWH230-31 Leyland PSU3/3R 621924-95 Willowbrook B54F**

Nos. 101-102 to Yorkshire Traction 10/68 (re-numbered 389-390).

**1963**

**103-104 YCX538-39 Leyland PSU3/1R L00662-63 Willowbrook B53F**

Nos. 103-104 to Yorkshire Traction 10/68 (re-numbered 391-392).



In 1961 two Guy Wulfrunian chassis with Roe 75-seat bodywork joined the fleet, no doubt influenced by West Riding who were part owners, they proved unpopular and spent just two years with County Motors before being withdrawn. This is No. 100 (UCX276). (LTHL collection).

**1964**

<b>105-106</b>	<b>AVH635-36B</b>	<b>Leyland PD3A/1;</b>	<b>L02495-96</b>	<b>Roe</b>	<b>H42/31F</b>
<b>107</b>	<b>BCX214B</b>	<b>Leyland PSU3/1R</b>	<b>L04365</b>	<b>Marshall</b>	<b>B53F</b>
<b>108</b>	<b>BCX213B</b>	<b>Leyland PSU3/1R</b>	<b>L04364</b>	<b>Marshall</b>	<b>B53F</b>

Nos. 105-106, 107, 108 to Yorkshire Traction 10/68 (re-numbered 745-746, 394, 393 respectively).

**1965**

<b>109-110</b>	<b>FCX287-88C</b>	<b>Leyland PSU3/1R</b>	<b>L40546-47</b>	<b>Weymann</b>	<b>B53F</b>
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Nos. 109-110 to Yorkshire Traction 10/68 (re-numbered 395-396).

**1966**

<b>111-112</b>	<b>GVH213-14D</b>	<b>Leyland PSU3/1R</b>	<b>L43959-60</b>	<b>Marshall</b>	<b>B53F</b>
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Nos. 111-112 to Yorkshire Traction 10/68 (re-numbered 397-398).



No. 106 (AVH636B) was a Leyland PD3 of 1964, which carried a Roe 73-seat forward entrance body. It passed to Yorkshire Traction in 1968 as their No. 746. (David Lang).

**1967**

<b>113</b>	<b>KCX263E</b>	<b>Leyland PSUC1/12</b>	<b>L72481</b>	<b>Marshall</b>	<b>DP45F</b>
<b>114</b>	<b>KVH557E</b>	<b>Leyland PSU3/3R</b>	<b>L65105</b>	<b>Marshall</b>	<b>B53F</b>

Nos. 113-114 to Yorkshire Traction 10/68 (re-numbered 598, 399 respectively).

**1968**

<b>115</b>	<b>NCX268F</b>	<b>Leyland PSUC1/12</b>	<b>850728</b>	<b>Marshall</b>	<b>B45F</b>
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No. 115 to Yorkshire Traction 10/68 (re-numbered 599).



One of the last vehicles to enter service was No. 113 (KCX263E) a 1966 Leyland Tiger Cub PSUC1/12 with Marshall 45-seat dual purpose bodywork. (Linden Edwards courtesy John Stringer).



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