

# Kippax & District Motor Co.



1924-1968

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Cover Illustration: No. 15 (GWX824) was a 1948 Leyland PD2/1 with Leyland H30/26R bodywork. It was withdrawn in 1967. (John Kaye).

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This small company was formed in 1924, when the Watson family commenced trading as the Yellow Bus Service operating a single service from Leeds to Ledston Luck, via Cross Gates, Garforth and Kippax. The early livery was an attractive all over yellow with maroon relief, hence the name. As far as is known all vehicles owned by the company were purchased new, although little is known about two Karriers believed to have been purchased for the commencement of the service. Shortly afterwards a second service from Castleford to Church Fenton was introduced, travelling via Kippax, Garforth, Barwick and Aberford.

In 1926 the Company took delivery of a Leyland PLSC Lion with 32-seat bodywork and this became the standard choice for subsequent deliveries until 1933 when an AEC Regal was purchased. Single-deck vehicles were the mainstay of the fleet until 1935 when the first double-deck bus, an all-Leyland TD4 was acquired; this was followed by a similar vehicle the next year.

Following the 1939-1945 war, the livery was changed to maroon with three yellow bands.

In 1948 two all-Leyland PD2/1's arrived increasing the number of double-deck vehicles to five and were numbered 14 and 15 in the fleet, number 13 being omitted presumably out of superstition.

The route between Castleford and Church Fenton was initially cut back to Aberford due to a decline in passenger traffic and gradually reduced over the years until 1950, when it was abandoned altogether, leaving Kippax & District Motors with just a single service. This was in some part compensated for by contract services that the company ran from Kippax and Garforth to Burtons (the well known clothing manufacturers) in Leeds, and by football specials to Leeds United's Elland Road ground.

On the 1st June 1956 the company came under the control of the Wallace Arnold group, but continued to be operated as a subsidiary under the Kippax & District fleetname. The livery was, however, changed to red with three yellow bands in an attempt to retain the Yellow Bus Service image, which is still how the local people referred to Kippax & District. In line with Wallace Arnold policy, fleet numbers were discontinued.

The following month an ex-Western SMT Daimler CWA6 was added to the fleet, but the bodywork was in such poor condition that plans to refurbish it were dropped and the vehicle was sold for scrap in October of the same year.

Wallace Arnold had already re-bodied several of their Daimler CVD6 coaches with Roe H33/28R double-deck bodies for other subsidiaries and in 1957 one of these vehicles (LNW869) was added to the Kippax & District fleet.

Because of the close proximity to the Farsley Omnibus Company, another Wallace Arnold subsidiary, exchanges of vehicles were not uncommon and spare vehicles were often used by both fleets. When ARN185 an-ex Ribble Leyland PD1 legally owned by Kippax & District became the spare vehicle, it was used as such for both fleets but was garaged by the Farsley company.

On June 1st 1960 the first 30ft double-decker supplied to any of the Wallace Arnold subsidiaries arrived at Kippax. It was a Leyland PD3/1 with Roe H41/32R bodywork and when delivered wore a revised red and yellow livery with black lower waistrail, which became the standard for future repaints.

The first major change to the Kippax & District route network since the loss of the Castleford to Church Fenton route in 1950 occurred on the 4th September 1961, when a new route serving the Kingsway and Westbourne estates and the Ninelands development in Garforth commenced.

The final new vehicles delivered to the fleet arrived in 1965. They were two Leyland PD3A/1's with Roe H41/32R bodywork and arrived shortly after a Leyland Atlantean demonstrator (KTD551C) had spent two weeks with Kippax & District. It created such an impression that two were ordered for delivery in 1968, but sadly were cancelled when the Wallace Arnold group sold the Kippax & District Motor Co. to Leeds Corporation on the 31st March 1968, along with its near neighbour the Farsley Omnibus Company.

The final journey, on Sunday 31st March 1968, was worked by DUG167C, one of a pair of 1965 PD3A/1's, which ran the 23.10 Leeds departure to Kippax only, bringing down the curtain on over 40 years of the 'Yellow Bus Service' in Leeds.

## **Bus Fleet List 1924 - 1968**

### **1924**

? ; ? ; Karrier; ? ; ? ; ?  
? ; ? ; Karrier; ? ; ? ; ?

These vehicles are believed to have been purchased for the commencement of services, but no further details have yet come to light.  
Withdrawn (unknown).

### **1925**

**1?; WU3399; Karrier CL; 20966; ? ; B23?**

Withdrawn (unknown).

**1926**

**2?; WU7393; Leyland PLSC; 45216; ? ; B32?**

**3?; WU9011; Leyland PLSC; 45387; ? ; B31?**

Withdrawn 1936 (2), by 1937 (3).

**1927**

**4; WW2566; Leyland PLSC; 45951; ? ; B31?**

Withdrawn 1938.

**1928**

**5; WW6657; Leyland PLSC; 47082; ? ; B35?**

Withdrawn 1942.



## **1930**

**6; WX3216; Leyland TS1; 60730; Leyland; B30F**

Withdrawn 1950.

## **1933**

**7; YG2465; AEC Regal; 6621450; Duple; C32F**

No. 7 re-bodied in 1937 by Roe to B32F and re-numbered 11.  
Withdrawn 1956 (7 as [11]).

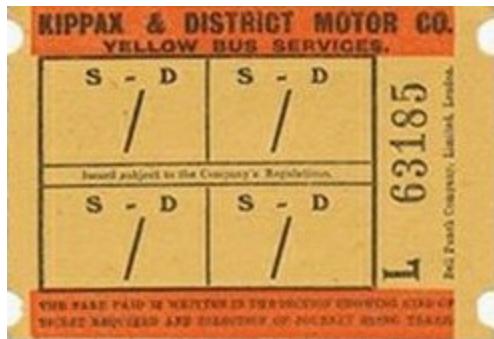
## **1935**

**8; AWT128; Leyland TD4; 6785; Leyland; H30/26R**

Withdrawn 1953.



Kippax & District No. 11 (YG2465) was a 1933 AEC Regal originally with Duple 32-seat coachwork and numbered 7. It was re-bodied in 1937 by Roe with a 32-seat bus body, as illustrated here. It gave sterling service before being withdrawn in 1956. (John Kaye).



Above: Kippax & District bus ticket showing the use of the Yellow Bus Services fleetname. (LTHL collection).

Left: Kippax & District No. 8 (AWT128) was a 1935 Leyland TD4 with Leyland 56-seat bodywork. (R.F.Mack)

**1936**

**9; BWR98; Leyland TD4; 10641; Leyland; H28/26R**

Withdrawn 1959.

**1937**

**10; BYG147; AEC Regal; 06622186; Roe; B32F**

Withdrawn 1956.

**1943**

**12; EWU247; Daimler CWA6; 11527; Roe; H30/26R**

No. 12 re-bodied by Roe to H31/25R in 1953 and re-numbered 16.  
Withdrawn 1966 (12 as [16]).



Kippax & District No. 12 (EWU247) was a 1943 Daimler CWA6 with Roe 56-seat bodywork. Like a number of Kippax vehicles it was re-bodied by Roe (in 1953) and re-numbered 16. (Paul Haywood).

## **1948**

**14-15; GWX823-824; Leyland PD2/1; 481223/222; Leyland; H30/26R**

Withdrawn 1967 (14-15).

## **1956**

**- ; ASD121; Daimler CWA6; 11322; Massey; H30/26R**

ASD121 ex-Western SMT (No. KR245, new 1943).

Withdrawn 1956.

## **1957**

**- ; LNW869; Daimler CVD6; 13799; Roe; H33/28R**

LNW869 new to Wallace Arnold in 1947, originally with Wilkes and Meade C33F body, re-bodied with 1950 second-hand Burlingham FC33F body (from Wallace Arnold vehicle NUA752) in 1952. Re-bodied as shown in 1957.

Withdrawn 1968.



ASD121 was a 1943 Daimler CWA6 with Massey 56-seat bodywork that was formerly with Western SMT. It was acquired in June 1956 but had been withdrawn by October. (John Kaye).

## **1959**

**- ; ARN185; Leyland PD1/1; 460501; Burlingham; H30/26R**

ARN185 ex-Ribble MS (No. 2451, new 1946).  
Withdrawn 1963.

## **1958**

**- ; MUM461; Daimler CVD6; 16327; Roe; H33/28R**

MUM461 ex-Farsley Omnibus Co. (new 1950 to Wallace Arnold).  
Withdrawn 1968.

## **1960**

**- ; 6237UB; Leyland PD3/1; 592862; Roe; H41/32R**

Withdrawn 1968.





Acquired from Farsley Omnibus Co in 1958 was MUM461, new in 1950 to Wallace Arnold with a Wilks & Meade coach body, it was re-bodied by Roe with this 61-seat body and remained with Kippax until 1968. (Paul Haywood).

## **1962**

**- ; 556DUA; Leyland PD3A/1; 613210; Roe; H41/32R**

Withdrawn 1968.

## **1965**

**- ; DUG166-167C; Leyland PD3A/1; L41705/706; Roe; H41/32R**

Withdrawn 1968.

## **1967**

**- ; SUA296; Leyland PD2/12; 540028; Leyland; H30/26R**

SUA926 ex-Hardwicks, Scarborough (new 1954).

Withdrawn 1968.



DUG166C, one of a pair of Leyland PD3A/1's with Roe 73-seat bodywork, new in 1965. (Paul Haywood).

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