

Ezra Laycock Ltd.



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Cover Illustration: No. 78 (201AOU) was a 1961 AEC Reliance with Plaxton 43-seat bodywork, acquired in 1967. (LTHL collection).

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Ezra Laycock was born in 1862, the son of Matthew and Ellen Laycock of U Lane Ends, Cowling. His father was a worsted weaver and, as was common at the time, Ezra followed in his father's footsteps as soon as he was old enough, also becoming a worsted weaver. In 1883 he married Alice Snowden, whom he probably met during the course of his work as she, too, was a worsted weaver. Her father, John, was described as a 'General Carrier' in the 1881 census. It is probable that Ezra was subsequently taken into the business, although some sources suggest that he may have acquired it from his elderly father-in-law, who passed away in 1890. By the time of the 1891 census Ezra was also described as a 'General Carrier'.

He gradually expanded his business, acquiring other horse-drawn vehicles with which to carry goods and passengers and by 1895 he was running a regular service from Cowling to Kildwick Station using horse-drawn wagonettes.

In 1905 Ezra Laycock formed a partnership with William Stephenson of Skipton and with the rise of motorised transport they decided to move with the times and ordered an 18-seat Milnes-Daimler. It is said that the pair collected the vehicle from the bodybuilders in London and drove it back to Kildwick, where one of Ezra Laycocks' wagonettes was about to depart for Cowling. The passengers were transferred to the bus and later that day the first motor bus arrived in Cowling - often quoted as the first motorbus in Yorkshire but this is not true (the North Eastern

Railway, at least, had been running motorbuses between Beverley and Beeford since the 7th September 1903 and there were doubtless other entrepreneurs around the same time). In 1906, obviously impressed with their first purchase, Laycock and Stephenson ordered a second vehicle from Milnes-Daimler, this time a 49-seat double-decker. A taxi business was also commenced using two Belsize vehicles and more were acquired later. The taxi business ceased around 1933.

In 1912 Stephenson left the partnership and Ezra took in his two sons, John and Ronnie and the company traded as Ezra Laycock and Sons.

When the General Strike of 1926 occurred Laycock's carried on operating and introduced a service to Keighley and on 25 July 1927 a new route across the Pennines between Colne and Cowling via Earby, Skipton and Kildwick commenced, which eventually became a through service between Keighley and Colne. On 25 March 1928 Laycock's purchased the business of Premier of Earby, which included two Dennis G motorbuses and the Barnoldswick to Skipton route.

The depression of the late 1920's and early 1930's saw unemployment increase and Laycocks began to suffer financial losses. The business was offered for sale, firstly to Ribble Motor Services, who declined, but on 23 October 1933 the newly formed Burnley, Colne & Nelson Joint Transport Committee purchased the company. The Traffic Commissioners, however,

refused to sanction the licences for the Barnoldswick to Skipton and the Bolton Abbey to Skipton services. As a result the services ceased and a deputation was sent by Barnoldswick UDC to demand that these services be re-instated. In consequence, some two months later, Laycock's were back in business. Seven vehicles were returned to them by Burnley, Colne & Nelson JTC in order to resume services, which proved to be a stroke of luck for the company, as subsequently the business began to prosper. The Bolton Abbey service was later taken over by Ribble Motor Services, but Laycock's continued to operate the Barnoldswick to Skipton service until the business was eventually sold in 1972.

The original garage had been in Keighley Road, Cowling but in 1933 it was moved to Fern Lea Avenue, Barnoldswick and in 1939 Laycock's moved to West Close Road, also in Barnoldswick, where they remained until the end. The livery employed was dark green and cream.

In 1952 Ezra Laycock Limited was incorporated and in August 1961 Laycock's took over Silver Star Motor Services (J. T. Hey) of Carleton. This brought with it a Skipton to Carleton route and some workers' services.

By the mid-sixties Laycocks were operating regular services on the Skipton-Barnoldswick and Skipton-Carleton routes as well as school services in Skipton, which necessitated the purchase of double-deckers, and a works service for Rolls-Royce.

In 1972, with the directors approaching retirement age, it was decided to sell the business. On 11 August 1972 Ezra Laycock Limited was sold to Pennine Motors of Gargrave, along with the routes, buses and the Barnoldswick garage, and 67 years of motorised service to the travelling public was over.

Bus Fleet List 1905-1972

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

1905

-	AX355	Milnes-Daimler 30hp	??	??	B18R
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AX355 reportedly fitted with Ch25 body later in 1905 (possibly temporarily as later photographs show this vehicle still with original body).

Withdrawn 1922 (AX355).

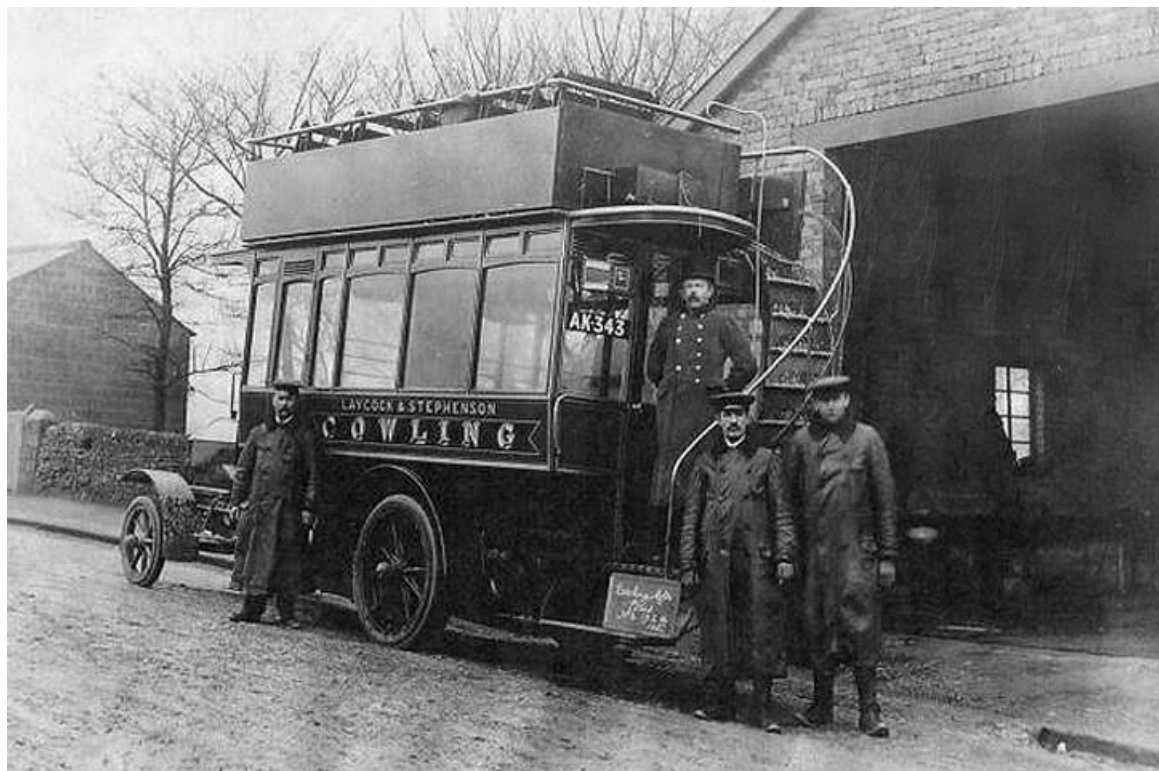
1906

-	AK343	Milnes-Daimler 30hp	??	??	025/24R0
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Withdrawn 1920 (AK343).



The inscription on the card says it all - 'Cowling Motor Bus 15 May 1905'. Ezra Laycock's first bus was this 1905 Milnes-Daimler with 18-seat bus body by an unknown coachbuilder. (LTHL collection).



Outside the original garage in Keighley Road is AK343, the second of Laycock's vehicles. It was a 1906 Milnes-Daimler with double-deck 49-seat bodywork by an unknown coachbuilder. (Keighley News).

1908

-	AK3113 Maudslay	??	??	Ch32
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AK3113 re-bodied with LGOC 025/25R0 body in 1914.
Withdrawn **1914** (AK3113).

1919

-	WR1622 Commer CC	5728	??	038R0
-	WR1623 Leyland SG5	10047	??	Ch32
-	? Maudslay	??	??	Ch32

WR1622 possibly fitted with single-deck body from new (B30?); fitted with double-deck body at least by 4/23.
Withdrawn **by 1928** (WR1622, Maudslay), **by 1934** (WR1623).

1921

-	WR5436 Commer 3P	10006	??	B32F
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Withdrawn **by 1930** (WR5436).



AK3113 was a 1908 Maudslay with 32-seat charabanc body. It was later re-bodied as a 50-seat double-decker. (LTHL collection).



WR5436 was a 1921 Commer 3P with 32-seat bodywork by an unknown builder. Just visible behind is Laycock's 1919 Commer CC double-decker WR1622. (Lancashire County Council Archives).

1921-1922?

-	?	Lancia	??	??	Ch20
-	?	Daimler Y	??	??	Ch??
-	?	Ford T	??	??	Ch??
-	?	Bean	??	??	Ch??

Withdrawn **by 1928** (Lancia, Daimler Y, Ford T, Bean).

1922

-	TC62	Lancia Tetraiota	21	??	Ch24
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Withdrawn **by 1928** (TC62).

1924

-	WT6718	Reo Speed Wagon	105659	??	B14?
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Withdrawn **by 1928** (WT6718).



A rear view of TC62, a 1922 Lancia Tetraiota with 24-seat charabanc bodywork. (LTHL collection).

1925

18	WU3221	Maudslay ML2	3779	Knape?	B26F
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No.18 possibly had second-hand body from unknown source; to Burnley, Colne & Nelson JTC 10/33; returned 12/33.
Withdrawn **1936** (18).

1926

19-20	WU7124-25	Maudslay ML2	3967/69	Knape?	B26F
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Nos. 19-20 possibly had second-hand bodies from unknown sources; to Burnley, Colne & Nelson JTC 10/33; returned 12/33.
Withdrawn **1935** (19-20).

1927

21	WU9268	Maudslay ML2	4036	Buckingham	B26F
22	WU9269	Maudslay ML4	4041	Knape?	B26F
23	WW3877	Maudslay ML2	4207	Buckingham	B26F

No. 22 re-bodied by unknown coachbuilder to C26F in 1932.
Nos. 21-23 to Burnley, Colne & Nelson JTC 10/33; returned 12/33.
Withdrawn **by 1935** (21), **1936** (23), **1937** (23).

1928

24-25	WW5131-32	Maudslay ML3B	4218/25	Barton & Danson	B32D
26-27	WW5270-71	Dennis G	70012/134	??	B20F
28	WW6110	Dennis G	70021	??	B20F
29	WW6111	Maudslay ML4B	4371	??	C26?
30	WW8139	Albion Sp1B24	4318C	Barnaby	B20?

Nos. 24-25, 30 to Burnley, Colne & Nelson JTC 10/33; No. 30 returned 12/33.

Nos. 26-27 ex-Premier, Earby (new 1928); No. 28 was on order by Premier but was delivered new to Laycock.

Withdrawn **1928** (29), **1932** (26-28), **1934** (30).

1929

31	WW9068	Maudslay ML3B	4462	Vickers	B32D
32	WX325	Maudslay ML6B	4661	London Lorries	C26?

No. 31 to Burnley, Colne & Nelson JTC 10/33.

Withdrawn **1933** (32).

1930

33	WX3029	Maudslay ML3BC	4836	Barnaby	B32F
34	WX3264	Commer 23GN	23005	Barnaby	B20F
35	WX3266	Commer 23GN	23006	Barnaby	B20F

No. 33 to Burnley, Colne & Nelson JTC 10/33.
Withdrawn **1932** (34-35).

1932

36-38	YG17-19	Maudslay ML3E	5017/54/32	Barnaby	B32F
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Nos. 36-38 to Burnley, Colne & Nelson JTC 10/33.

1935

39	AWR97	Bedford WTL	874607	Duple	B26F
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Withdrawn **1939** (39).

1936

40	AWY26	Bedford WTB	110298	Barnaby	B26F
41	BWR960	Bedford WTB	110790	Barnaby	C26F

No. 40 was fitted with diesel engine c. 1946 (Perkins P6).
Withdrawn **1946** (41), **1949** (40).

1937

42	CWR702	Bedford WTB	111751	Barnaby	B26F
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No. 42 was fitted with diesel engine c. 1946 (Perkins P6).
Withdrawn **1948** (42).

1939

43	DWW334	Bedford WTL	6523	Barnaby	C26F
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No. 43 was fitted with diesel engine c. 1946 (Perkins P6).
Withdrawn **1953** (43).

1942

44	EWR574	Bedford OWB	10640	Roe	B32F
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Withdrawn **1950** (44).

1944

45	EWU432	Bedford OWB	18275	Duple	B32F
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Withdrawn **1950** (45).

1947

46	GWU653	Bedford OB	58390	Barnaby	C27F
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Withdrawn **1956** (46).

1949

47	JTD840	Bedford OB	79055	Duple	C29F
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No. 47 ex-Kia Ora Motor Services, Morecambe (new 1948).
Withdrawn **1959** (47).

1950

48	JWT24	Bedford OB	122768	Mulliner	B30F
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Withdrawn **1954** (48).

1951

49	KWR450	Bedford OB REB 68232	Barnaby	B30F
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No. 49 had chassis new in 1943; rebuilt and re-bodied 1951.
Withdrawn **1958** (49).



No. 48 (JWT24) was a 1950 Bedford OB with Mulliner 30-seat bodywork. It had a relatively short life of only 4 years with Laycock's before being sold. (R. F. Mack).

1952

50	LWT769	Bedford OWB REB 310285	Barnaby	FB31F
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No. 50 was a rebuild of EWR574 (No. 44); issued with new chassis number and re-bodied as shown; re-registered 6/52.
Withdrawn **1959** (50).

1954

51	CHG748	AEC Monocoach	MC3RV054	Park Royal	B44F
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Withdrawn **1961** (51).

1956

52	DHG654	AEC Monocoach	MC3RV143	Park Royal	B44F
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Withdrawn **1969** (52).



No. 51 (CHG748) was a 1954 AEC Monocoach with Park Royal 44-seat bodywork. (LTHL collection).

1959

53	WYG540	AEC Reliance	MU3RV111	Roe	B43F
54	GYG803	AEC Regal III	9621A464	Burlingham	FC33F

No. 54 ex-Cowgill & Sons, Lothersdale (new 1948).
Withdrawn **1960** (54), **1971** (53).

1960

55	LWX888	AEC Regal REB	WSY/06622310/189	Yeates	FC37F
56	4727WW	Bedford SB1	83076	Duple	C41F
57	6889WW	Bedford SB1	83219	Duple	C41F
58	347BUP	AEC Reliance	2MU3RA986	Plaxton	C41F

No. 55 ex-Wild Bros., Barnoldswick (rebuilt from AEC Regal GL5057 by WS Yeates, re-bodied, allocated new chassis number and re-registered as shown 1953).

No. 58 ex-Gardiner Bros., Spennymoor (new 1959).
Withdrawn **1960** (55), **1962** (56, 57), **1970** (58).



In 1960 Laycock's purchased two of these Duple 41-seat Bedford SB1 coaches, but neither spent more than 2 years in the fleet. This is No. 56 (4727WW). (LTHL collection).

1961

59	KUB695	Daimler CVD6	13275	Roe	B35F
60	FV5734	Leyland TS7	6685	Duple	C31F
61	ODE777	Tilling-Stevens L4MA8	9946	Duple	DP39F
62-63	5496-97YG	AEC Reliance	2MU3RA3559-60	Duple	C41F
64	BRC308	AEC Regal III	6821X438	Willowbrook	DP33F
65	BRC318	AEC Regal III	6821X446	Willowbrook	DP33F
-	MUB435	AEC Regal III	9621E816	Plaxton	FC35F
-	JWW933	Bedford OB	132210	Mulliner	C30F
-	GOU721	Bedford OB	94672	Duple	B30F
-	SMY916	Bedford OB	74056	Duple	C29F

No. 59 ex-Farsley Omnibus Co, Stanningley (new 1947).

No. 60 ex-Ribble Motor Services (No. 752; new 1935 to WC Standerwick, No. 1458).

No. 61 ex-Mosley, Barugh Green (new 1952 to Morrison, Tenby, No. 38).

Nos. 64-65 ex-Trent Motor Traction (Nos. 108, 118 respectively; new 1950).
MUB435 on loan from Hughes, Gomersal [dealer] (new 1949).

JWW933, GOU721, SMY916 ex-Silver Star Motor Services, Carleton (new 1950, 1949 [to Kilner (Transport) Ltd, Horsham; No. 148], 1948 [to Lewis, London] respectively); all probably operated for 2 weeks only.

Withdrawn **1961** (MUB435, JWW933, GOU721, SMY916, 59), **1962** (61, 64-65), **1963** (60), **1970** (62-63).



A second-hand acquisition in 1961 was No. 61 (ODE777) a 1952 Tilling-Stevens L4MA8 with Duple 39-seat dual purpose bodywork. (LTHL collection).



No. 65 (BRC318) came to Laycock's from Trent Motor Traction in 1961. It was a 1950 AEC Regal III with Willowbrook dual purpose 33-seat bodywork. (LTHL collection).

1962

66	RKU221	AEC Regal III	6821A761	Plaxton	FB39F
67	CEF135	AEC Reliance	MU3RV429	Plaxton	C41F
67	1456PT	Ford 570E	510E53115	Duple Midland	B40F

No. 66 ex-Rhind, Wakefield (new 1959).

No. 67 [CEF135] ex-Ward Bros., Lepton (new 1955 to Bee-Line Roadways, Hartlepool); withdrawn December 1962 and fleet number re-used for 1456PT.

No. 67 [1456PT] ex-Larratt Pepper & Sons, Thurnscoe (new 1961 to Trimdon Motor Services); acquired December 1962.

Withdrawn **1962** (67[CEF135]), **1964** (67[1456PT]), **1970** (66).

1963

68	MTT638	Leyland PSU1/9	502624	Willowbrook	B43F
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No. 68 ex-Devon General (No. SL638; new 1951).

Withdrawn **1965** (68).



No. 66 (RKU221) was this unusual AEC Regal III with Plaxton 39-seat full front bodywork. (LTHL collection).

1964

69	UH03	AEC Reliance	2MU2RA2116	Harrington	C41F
70	HCD903	Leyland PD1	470955	Leyland	H28/26R

No. 69 ex-Starr, North Anston (new 1958 to Creamline Motor Services, Bordon).

No. 70 ex-Southdown Motor Services (No. 303; new 1947).

Withdrawn **1966** (70), **1972** (69).

1965

71	LVA269	AEC Reliance	MU3RV433	Burlingham	C41F
72	BSD442	AEC Regent III	9612E1623	NCME	L27/26R
73	BCS453	AEC Regent III	9612E1621	NCME	L27/26R

No. 71 ex-Sykes & Sons, Warrington (new 1955 to Parks Thistle Coaches, Hamilton).

Nos. 72, 73 ex-Western SMT (Nos. 584, 548 respectively; new 1949, 1950 respectively).

Withdrawn **1966** (72, 73), **1967** (71).



No. 69 (UHO3) was this attractive Harrington bodied AEC Reliance purchased in 1964 and dating from 1958. (LTHL collection).



No. 72 (BSD442), a 1949 Northern Counties lowbridge bodied AEC Regent III was a second-hand purchase in 1965 from Western Scottish. (LTHL collection).

1966

74	BCK437	Leyland PD1A	470113	Burlingham	L27/26RD
75	BCK428	Leyland PD1A	462225	Burlingham	L27/26RD
76	BCK452	Leyland PD1A	470514	Burlingham	L27/26RD
77	716AVA	AEC Reliance	2MU3RV3062	Duple	C41F

Nos. 74-76 ex-Ribble Motor Services (Nos. 2494, 2485, 2509 respectively; new 1947).

No. 77 ex-Hutchinsons, Overtown (new 1961).

Withdrawn **1967** (77), **1969** (75), **1971** (76), **1972** (74).

1967

78	201A0U	AEC Reliance	2MU3RA3217	Plaxton	DP43F
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No. 78 ex-Super Coaches, Upminster (new 1961 to Liss & District, Bordon).

Withdrawn **1971** (78).



BCK452 was this Burlingham-bodied Leyland PD1A, dating from 1947, acquired from Ribble Motor Services in 1966 and was No. 76 in the Laycock fleet. (LTHL collection).

1968

79	PCJ553	AEC Reliance	MU3RV1635	Duple Midland	C41F
80	ECK927	Leyland PD2/12	521826	Leyland	L27/26RD

No. 79 ex-County Luxury Coaches, Batford (new 1957 to Yeomans, Canon Pyne, No. 1).

No. 80 ex-Ribble Motor Services (No. 1357; new 1952).

Withdrawn **1969** (79), **1972** (80).

1969

81	CMJ504D	Ford R192	L80D436338	Plaxton	C45F
82	YDK589	AEC Reliance	2MU3RA3565	Harrington	C37F
83	968CWL	AEC Regent V	LD3RA425	Weymann	H37/28R

No. 81 ex-Modern Travel, London (new 1966 to Super Coaches, Upminster).

No. 82 ex-Yelloway Motor Services, Rochdale (new 1961).

No. 83 ex-City of Oxford Motor Services (No. H968; new 1958); fitted with platform doors at an unknown date.

Withdrawn **1970** (82), **1972** (81, 83).

1970

84	OWX144	Bristol	LS5G	107.063	ECW	DP41F
85-86	XHW408-09	Bristol	LS5G	117.128-29	ECW	B45F

No. 84 ex-West Yorkshire Road Car (No. SUG32; new 1955); to Pennine Motor Services 8/72.

Nos. 85-86 ex-Bristol Omnibus Co (Nos. 2892, 2893 respectively; new 1956 [2892] or 1957 [2893]); to Pennine Motor Services 8/72.

1971

87-88	AUP402-03F	Bedford	VAL70	7T4544303/27	Duple Northern	C52F
89	XHW401	Bristol	LS5G	117.105	ECW	B45F
94	RWW977	Bristol	LS5G	117.036	ECW	B45F
95	RWW985	Bristol	LS5G	117.053	ECW	B45F

Nos. 87-88 ex-Shirley's Garage, Meriden (new 1968 to Gardiner Bros., Spennymoor).

No. 89 ex-Bristol Omnibus Co (No. 2885; new 1956); to Pennine Motor Services 8/72.

Nos. 94, 95 ex-West Yorkshire Road Car (Nos. SMG52, SMG60 respectively; new 1956); to Pennine Motor Services 8/72.

Withdrawn **1972** (87-88).



No. 94 (RWW977) was one of a number of Bristol LS5G's acquired latterly from West Yorkshire Road Car and carried an ECW 45-seat bus body and dated from 1956. (LTHL collection).

1972

90-92	MYG759-61K	Bedford YRQ	2T471610/811/718	Plaxton	C45F
93	OWY197K	Leyland PSU3B/4R	7200891	Plaxton	C53F

Nos. 90-93 to Pennine Motor Services 8/72.

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Additional information, corrections and photographs are always welcome.
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