



THE Ledgard CHAT

The Journal of The SAMUEL LEDGARD Society

NOTICE BOARD 103 – DECEMBER 2025

It is pleasing to report that new recruits emerge wishing to learn more about Ledgard's and their operations. So much so that we have received a plea from Paul Morfitt who resides in Hull with mainly an interest in Hull Corporation, especially their trolleybus system and has a huge collection of memorabilia on that.

However, recently he has started to read up on the history of our favourite bus company. To start with Paul is wanting to search out photos of Ledgard buses in the vicinity of the Golf House terminus of their Newall route in Otley. He's after these because his closest friend lived in the last but one semi-detached house opposite the golf course. It is a long shot but already has acquired two photos with buses passing the last few houses on Bradford Road opposite the golf course. They were taken from almost outside the houses but sadly with the photographers back to them.

Have a study at them and if you can help Paul in his quest contact the Chairman and he will make sure that they are forwarded to him.

News from the SLS H.Q. is that your chairman has announced retirement from his stint in organising the transport collectors and bus and rail fairs at the Pudsey Civic Hall. Having reached the grand old age of 80 last May he thought it time to sadly call it a draw. His C.V records that he did 21 under the banner of Samuel Ledgard Society held in October which commenced in 2004 and 9 in April each year from 2017 of the bus and rail. For some time now the Civic Hall has been under the threat of closure by the Leeds City Council - but they are still soldiering on taking bookings! PCH has been the ideal venue for our fairs, not forgetting also the three conventions and 2 running days that we have held there.

However, it is not the end, we have good news and are pleased to announce that the running of both fairs will be taken over by Rod Ash and colleague, James Hudson. They tell us that both fairs will run in the same format as before. As such the SLS members row in the middle of the hall will still feature, so it will be nice to meet up with members as usual. The contact for any information on these fairs to: Rod Ash on email r.ash@tinyworld.co.uk

The dates of the Pudsey Collectors' fairs for 2026 are:

Saturdays

11th April and 31st October.

Please support them as usual.

We wish all members a

Merry Christmas

and a better New Year!

**Next issue of the 'E' Chat - APRIL 2026
(Keep checking your inbox!)**

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Ledgard and EUG124-127

by Stuart Emmett

In late 1954, the 1937 Duple bodies on Leyland TS7s, EUG 124 to 127, were felt to be deteriorating so EUG 124 to 126 they were taken out of service in October 1954 and joined EUG 127 at Moorfield that had been stored since 1947, its body having been removed/scrapped, and the chassis stored.



EUG 126 John Kaye SCT61 October 1956

In November 1954, four 1939 Leyland TS8s with ECW DP32F bodies were bought from North's, ex United, the bodies being rebuilt in 1951 by Willowbrook. The reports vary on whether the 1954/5 Ledgard exercise was about re-bodying or registration replacement. What is clear is that the four ex United TS8s registered EHN 965 to 967/970 were bought and when EUG126 was fully examined, it was found to be acceptable and so it was returned to service. So now, one United bus was surplus, consequently, EHN 965 was cannibalised for spares and the remains scrapped.

As Charles Marshall has noted - The EHNs were from a batch of 20 Leyland TS8/ECW delivered to UAS in the summer of 1939 apart from one that was held back for the Commercial Motor Show in September, that was cancelled due to the start of WWII.





Delivered in the London Service olive green and cream livery but were originally intended to be used mainly for private hire. Presumably, they were green and cream so that they could be used for duplication of the London services.

At the start of World War II, they were initially stored for a short while, then used for the remainder of the conflict as buses and painted in a variety of 'liveries': khaki, all-red, red and grey, etc. After World War II, still retaining the coach seats with which they were delivered, they were painted in United's standard bus livery (red, with cream waistband and black wings and wheels) and used very much as 'go anywhere' vehicles, even appearing occasionally on the London service.

Early in the 1950s eight of these coaches were sent to Willowbrook to be rebuilt and the other twelve went for the same purpose to ECW. The Willowbrook rebuilds changed their appearance slightly, mainly by the elimination of half-drop side windows, replacing them with top sliding units. The ECW rebuilds were faithful to the original specification and appearance.

All twenty coaches returned to service at around the time of United's 1951 fleet renumbering and, instead of being numbered in the same order as their original fleet and registration numbers, the Willowbrook rebuilt vehicles were given fleet numbers LLE 9 to 16 (reg no's EHN 965/6/7/9/70/3/7/82), with the ECW rebuilt vehicles being given fleet numbers LLE 17 to 28 (reg no's EHN 968/71/2/4/5/6/8/9/80/81/3/4)

In their later years, these vehicles operated for United in two different liveries. The first eight (LLE 9 to 16) were painted in United's bus livery with bus-style fleet names, but with a cream roof, whereas the ECW rebuilds (LLE 17 to 28) were painted mainly cream with a plum flash, lower rear-end, wings and wheels, together with coach-style scroll fleet names, making them look much more like coaches. The later twelve vehicles were maintained to a good standard of appearance and turnout right to the end of their United days, being used mainly on express or longer distance stage services.

The ECW rebuilds seem to have been more thorough and far reaching than the work conducted by Willowbrook. Seven of the Willowbrook rebuilt vehicles, were withdrawn in November 1954 and sold to W. North, dealers, with one, LLE 16, lasting with United until July 1956. However, the 12 ECW rebuilt coaches remained in service with United until the end of the 1957 summer season".





EHN 977 with United Auto.



EHN 984 with United Auto.





The following table shows three differing opinions over which were rebodied or reported replated:

Registration plate	Source 1	Source 2	Source 3
EUG 124	Registration plates put on 967	Re-bodied with body from 966	Re-bodied with body from 967
EUG 125	Registration plates put on 970	Re-bodied with body from 967	Re-bodied with body from 970
EUG 127	Registration plates put on 966	Registration plates put on 970	Registration plates put on 966

What is sure is that there were now three Leyland TSs with ECW/Willowbrook bodies and with EUG 126 retaining its original Duple body.

The ECW/Willowbrook body date changes were made as follows:

EUG 124 July 1955

EUG 125 April 1955

EUG 127 May 1955



EUG 124 seen with its secondhand ECW body that was rebuilt by Willowbrook in 1950/51, was one of the last single deckers withdrawn at Moorfield in June/July 1959





EUG 125 on Chester Street in Bradford on the 6 August 1955 Photo: J.S.Cockshott.



EUG 125 at Thirsk.



EUG 126, seen here at Yeadon Fountain, was after withdrawal in 1954 found to be good condition and kept its body and was returned to service. Photo: J.S.Cockshott.



EUG 127 at Moorfield after withdrawal in March 1959





Final withdrawals

EUG 124 July 1959.

Bought by a showman who had earlier used CUG 841 and put this registration plate on EUG 124.

EUG 125 February 1959.

Sold to Thompson of Wallasey and ran until June 1961.

EUG 126 June 1958. Scrapped by GW Butler.

EUG 127 March 1959. Scrapped by GW Butler.

References

Charles Marshall, Facebook 3rd April 2020.

Don Bate. Samuel Ledgard Beer and Blue Buses book, 2005.

Keith Jenkinson Ledgard Way, 1981.

PSV Circle Samuel Ledgard Fleet History, 1992.

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The opinions expressed in this publication by contributors do not necessarily reflect those of the Committee.





PICTURE VIEW – BOUGHT FOR SPARES

Over the years the wily firm of Ledgard's bought several buses from the scrap yards and dealers. These were not for operating but entirely to cannibalise them to provide parts to keep existing vehicles on the road.

On some occasions they acquired either a complete or part vehicle and raided them for useful parts to leave an incomplete frame and sell the remains back to the scrap man! Sammy's certainly had an eye for business!

Several vehicles, either full or part came into Ledgard's possession and here are a selection of buses and coaches that were acquired, raided and eventually disposed of. Some of them even cheekily landed up from whom and where they came from with the possibility that Ledgard's received a payment for the scrap value!



Bristol K5G with Eastern National and new to United Counties was another acquisition for spares.

Northern General were the original operators of the Guy Arab LUF with Picktree coach bodies new in 1954. Here their number 1532 (DCN832) is seen on duty in Gateshead.

Photos: SLS Archive.



DCN 832 is towed by Jackson's (Dir) of Bradford after Ledgard's raided it for parts to keep the rest of this batch on the road.

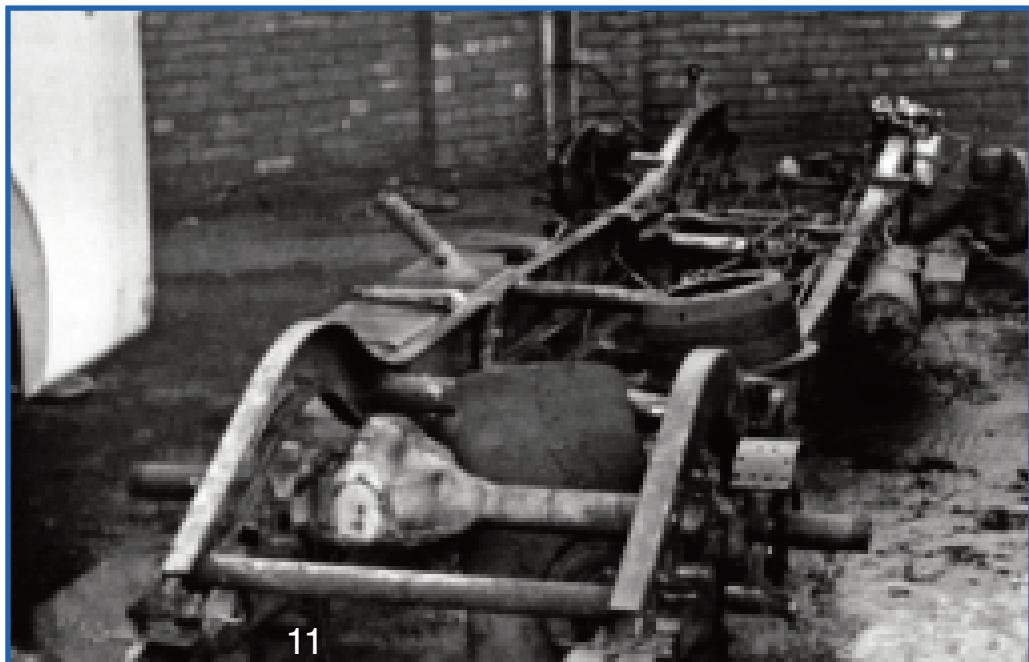


Pictured here with Woods of Pollington, Ledgard's acquired it for spares in 1966 from North's Dealer. (...and your editor has the front number plate!)



Jacksons of Bradford scrapped the body of KYY536 and returned chassis to Ledgard's. Armley depot used that for spares. After raiding the remains were disposed of back to Jacksons for scrap

Photos: SLS Archive.





QUERY CORNER

From Bob Cooper

I found Stuart Emmett's article 'The 1967 takeover of Samuel Ledgard' most interesting and I thought members would be interested to know what destinations were printed on blinds made by West Yorkshire to replace the ones inherited from Ledgard's.

Fortunately thanks to the late Trevor Leach I have one and the destinations are as shown below.

Obviously, WY were keen for the blinds to show their route numbers, but what puzzles me is why the destinations Ilkley via Otley and Leeds via Otley did not include the route number 34 only to show the destination Ledgard style with a 'via' intermediate point. WY were not always consistent in what they did, and this seems to be an example. I would be interested in members' comments.

OTLEY
ILKLEY VIA OTLEY
LEEDS VIA OTLEY
DYNELEY ARMS
LEEDS
WHITE CROSS
RAWDON
CROMPTONS
ILKLEY
32A
OTLEY
35B
WESTON CIRCULAR
NEWALL CIRCULAR
BURLEY
ARTHINGTON
MIDDLETON HOSPITAL
PRIVATE





WHOOPS - ACCIDENTS HAPPEN

by Barry Rennison

In this series of accidents involving a Ledgard bus, this time we feature ex-London Transport Daimler, either HGF 887 or 890. It's from a poor-quality newspaper cutting of a photo taken by a keen amateur photographer, Gerald Aves, a 16-year-old Aireborough Grammar School pupil who was 'Johnny on the spot!'.

The bus sustained roof damage from branches falling from a gale damaged tree whilst travelling from the Golf House bound for Newall estate through Manor Square in Otley town centre.

The incident occurred on a Saturday afternoon in March 1956 and thankfully the newspaper reported that no passengers were hurt in the accident.





ELVIN YOUNG'S PICTURE VIEW – PART 2

As promised in the last Chat, we feature another batch of Elvin's photos that he has recently digitalised from slides. We thank him for sharing them with the SLS. Again, they are Ledgard views that he took on his visit up North in 1967 to Otley, this time taken in colour.

BCK 415, 621 and KHY 395 nearest the camera at Otley depot, 29.4.67



GDK 401 and BCK 421 at Otley 29.4.67





Offsides of GDK 401 and BCK 421.



KHY 395 at Otley 29.4.67.

