

Rishton & Antley Motor Co Ltd



1919 - 1930

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Cover Illustration: An unidentified Maudslay charabanc of the Rishton & Antley Motor Company. (LTHL collection).

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Incorporated on the 8 October 1919, the Rishton Motor Co. Ltd., initially operated charabancs, on private hire only, from the Central Garage in George Street, Rishton. However, on the 2 October 1920, a stage service between Blackburn, Rishton, Great Harwood and Clayton-le-Moors, using two Thornycroft J 25-seat buses, was inaugurated.

Eighteen months later, on the 17 April 1922, the Rishton Motor Company was taken over by Taxi and Motor Transport (Antley Garage) Ltd., who operated from a garage in Church (and had been incorporated on the 17 October 1919, although they were not operating buses themselves at this time), the new company subsequently being re-named the Rishton & Antley Motor Co. Ltd., on the 22 May 1922. The livery has been quoted as maroon (or dark red) and cream but has not been verified.

The single stage carriage service was evidently profitable enough for the new company to consider a programme of expansion in this direction. In October 1923, a local route in Accrington, between Church Street, Higher Antley and Spring Hill, was inaugurated and the following month was extended from Spring Hill to serve, Oswaldtwistle and Church, via Moscow Mill Street, Union Road, and Market Street, terminating at the Commercial Hotel, although application was later made to change the route. In November 1924, approval was given for a route between Accrington and Clitheroe, but the service never commenced.

An application to extend the Accrington local route to Green Haworth on market days, Sundays and holidays was approved in May 1925.

On the 2 July 1926, the company inaugurated a further service connecting Accrington to Great Harwood via Rishton, thus linking the Blackburn and Accrington operations.

At the Annual Licence Meeting in Accrington in March 1927, the Rishton & Antley Motor Company was granted licences for 18 omnibuses, and an application for a new cross-town service (Great Harwood - Rishton - Accrington - Willows Lane - Green Haworth) was authorised, although only between Willows Lane and Great Harwood. The Accrington to Clitheroe licence was also renewed, but again this appears not to have been operated. Later that year a number of operators made applications for limited stop express services to Manchester, and, in August, Rishton & Antley were successful in gaining a licence for a two-hourly service between Great Harwood, Accrington, and Haslingden to Manchester, where it was to terminate at the Sackville Street Motor Station. The service duly commenced on the 1 November 1927 and in May 1928 was increased to a one-hourly frequency; the terminus being moved to the company's own premises in Port Street in July 1928.

In September 1929, the Company acquired the routes and vehicles of the Calder Motor Company Ltd., and began using the fleet name 'Rishton &

Calder' (although the Company name was never officially changed from the Rishton & Antley Motor Co. Ltd.).

Six months later, in March 1930, Rishton & Antley was purchased by the London, Midland & Scottish Railway for £53,000 and at the same time a number of vehicles and services from Claremont Omnibus Services, of Burnley (which had been purchased by Ribble Motor Services from the liquidators) came under the Company's control. The Rishton & Antley Motor Company continued to trade under its own name for a further 6 months, although day-to-day management was transferred to Ribble Motor Services (in whom the LM&S had a 50% stake).

In September 1930, the Company was absorbed completely by Ribble Motor Services, finally extinguishing the last of Accrington's pioneering independent motorbus operators. At the same time Accrington Corporation paid £2250 to Ribble for a share of the Rishton & Antley Motor Company's routes, becoming joint operators on the services from Accrington to Clitheroe, and Oswaldtwistle to Clitheroe (both via Great Harwood), Accrington to Burnley and Accrington to Oswaldtwistle - no vehicles were involved.

Bus Fleet List 1919-1930

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

1919

??	CW2402	Maudslay 4-ton	3232	??	Ch??
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CW2402 new to Taxi & Motor Transport Co. (Antley Garage) Ltd. who operated it as a lorry only. It passed to the Rishton and Antley Motor Co. Ltd. in May 1922 where it was fitted with an interchangeable charabanc body. Withdrawn **1928** (CW2402).

1920

4	CW2839	Maudslay C4	3360	Pass	Ch30
15	CW2635	Maudslay C3	3279	Pass	Ch32
??	CB2855	Thornycroft J	6258	??	B25?
??	CB2865	Thornycroft J	5081	??	B25?

Nos 4, 15 and CB2855, CB2865 new to Rishton Motor Co. 1920; to Rishton & Antley Motor Co. Ltd. 1922; No. 4 re-bodied to B26D in 1926 and No. 15 re-bodied to B26D in 1928 (bodymaker unknown); to Ribble Motor Services 9/30 (allocated Nos. 969 [4], 1011 [15] but not operated).

Withdrawn **1924** (CB2855, CB2865).

1922

??	TB8422	Tilling-Stevens TS?	1829	??	B???
??	TC1068	Tilling-Stevens TS4	1864	??	B32?

TB8422 new to Rishton Motor Co. 1922; to Rishton & Antley Motor Co. Ltd. 1922.

Withdrawn **unknown** (TB8422) **by 1928** (TC1068).



TB8422 was a 1922 Tilling-Stevens with bus bodywork by an unknown builder, seen here operating for the Rishton Motor Co, which dates the photo to pre-April 1922. (LTHL collection).

1923

14	TC5456	Maudslay CP	3626	EEC	FB32D
??	FY6086	Vulcan VSD	VSD613	??	?21?

No. 14 originally carried a charabanc body but was re-bodied by English Electric at an unknown date as shown; to Ribble MS 9/30 (allocated No. 1010 but probably not operated).

FY6086 ex-demonstrator first registered 9/23 and acquired in 11/23.

Withdrawn **1928** (FY6086).

1924

16	TC7084	Maudslay Sp	3639	EEC?	FB32D
??	TC9948	Leyland GH7	23399	Massey	B???
??	FR2077	Maudslay	??	??	Ch27

FR2077 ex-Scott & Co., Ramsbottom (new 1920).

No. 16 to Ribble MS 9/30 (allocated No. 973 but not operated).

Withdrawn **unknown** (TC9948) **by 1929** (FR2077).



No. 14 (TC5456) a 1923 Maudslay CP originally with a charabanc body is seen here in an official English Electric photo sporting its new FB32D body. (GEC collection courtesy David Beilby).

1925

17	TD79	Maudslay CP	3688	EEC?	FB32D
18	TD2563	Maudslay C2	3730	??	B26D
20	CW2938	Maudslay A	3424	Buckingham	Ch30
21	TD3500	Maudslay ML4	3729	??	B26D

No. 20 ex-Scott & Co., Ramsbottom (new 1920); re-bodied to B26D 1925.
Nos. 17, 18, 20, 21 to Ribble MS 9/30 (allocated Nos. 974, 976, 971 and 977 respectively; 971 not operated).

1926

22	TD4722	Maudslay ML4	3830	??	B30D
23	TD5001	Maudslay ML4	3822	??	B30F
24	TD6185	Maudslay ML4	3832	??	B30F
25	TD6750	Maudslay ML4	3936	??	B30F
26	TD7275	Maudslay ML4	3937	??	B30F

Nos. 22-26 to Ribble MS 9/30 (allocated Nos. 978, 979, 980, 982 and 981 respectively).

1927

??	TE1122	Maudslay C2	4162	??	B26D
27	TD8670	Maudslay ML4	4031	??	B30F
28	TD9112	Maudslay ML4A	4057	??	B30F
29	TD9848	Maudslay ML4A	4118	??	B30F
30	TE290	Maudslay ML4A	4119	??	B30F
31	TE1123	Maudslay ML4	4150	??	B30F
32	TE1722	Maudslay ML4	4151	??	B30F
33	TE2021	Maudslay ML4	4152	??	B30F

TE1122 acquired as a lorry when new (7/27) but fitted with bus body as shown at a later date; TE1122, 27-33 to Ribble MS 9/30 (allocated Nos. 984, 995, 985, 986, 987, 988, 989 and 990 respectively).

1928

??	CK3657	Maudslay C2	X3631	??	B26D
??	XI4430	Crossley	15270	??	Ch14
??	XI4577	Crossley	15274	??	Ch14
34	TE2345	Maudslay ML4B	4222	??	B30F
35-36	TE5171-72	Maudslay ML4B	4456-57	??	B26F
37	TE5578	Maudslay ML4B	4477	??	B26F
38	TE5579	Maudslay ML4B	4494	??	B26F

XI4430 and XI4577 purchased second-hand of unknown origin.

CK3657 may have been numbered 19; ex-Burrell & Edwards (dealer) (new 1923); to Ribble MS 9/30 (allocated No. 975)

XI4430, XI4577, 34, 35, 36, 37 and 38 to Ribble MS 9/30 (allocated Nos. 1008, 1009, 991, 996, 997, 998, 999 respectively; Nos. 1008-1009 probably not operated).

Withdrawn **1928** (CK3657).

1929

5	KW4409	Leyland LSC3	47315	Leyland	B35F
6	TC9653	Leyland RAF	23263	Massey	B32F
7	KW4432	Leyland LSC3	47316	Leyland	B35F
8	CB2002	Daimler Y	3398	??	Ch26
9	CW6922	Leyland LSC1	45286	Leyland	B31R
10	TD8921	Leyland LSC1	45525	Leyland	B31R
11	TE844	Leyland LSC1	45841	Leyland	B31R
12	TE356	Leyland LSC1	45537	Leyland	B31R
13	CW8069	Leyland LSC1	46470	Leyland	B31R
14	TE4028	Leyland LSC3	46759	Leyland	B35F
39-40	TE614142	Maudslay ML4B	4533/54	??	B26F
41-42	TE7220-21	Leyland LSC3	47522-23	Leyland	B35F

Nos. 5-14 ex-Calder Motor Co. Ltd. (new 1928, 1924, 1928, 1921, 1926, 1927, 1927, 1928, 1928 respectively); to Ribble MS 9/30, allocated Nos. 1002, 970, 1005, 972, 983, 992, 993, 994, 1004, 1003 respectively; CB2002 [972] not operated.

Nos. 39-42 to Ribble MS 9/30 (allocated Nos. 1000, 1001, 1006, 1007 respectively).



The Calder Motor Company was taken over in September 1929 and included this vehicle. No. 13 (CW8069) was a 1928 Leyland LSC1 with Leyland B31R bodywork; it retained its number with Rishton & Antley and passed to Ribble MS in 1930 as their No. 1004. (LTHL collection).

1930

876	CW6365	Leyland LSC1	45131	??	?26?
877	CW7833	Leyland TS2	60712	Leyland	B30F
878-879	CW7836-37	Leyland TS2	60715-16	Leyland	B30F
880-881	CW7834-35	Leyland TS2	60713-14	Leyland	B30F
882	CW7838	Leyland TS2	60717	Leyland	B30F

Fleet numbers allocated by Ribble MS.

No. 876-882 ex-Claremont Omnibus Services (new 1926 [876] or 1929 [877-882]); to Ribble MS 9/30 retaining fleet numbers.

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In producing this booklet reference has been made to the following publications; PSV Circle Fleet History PC29, 2015.

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