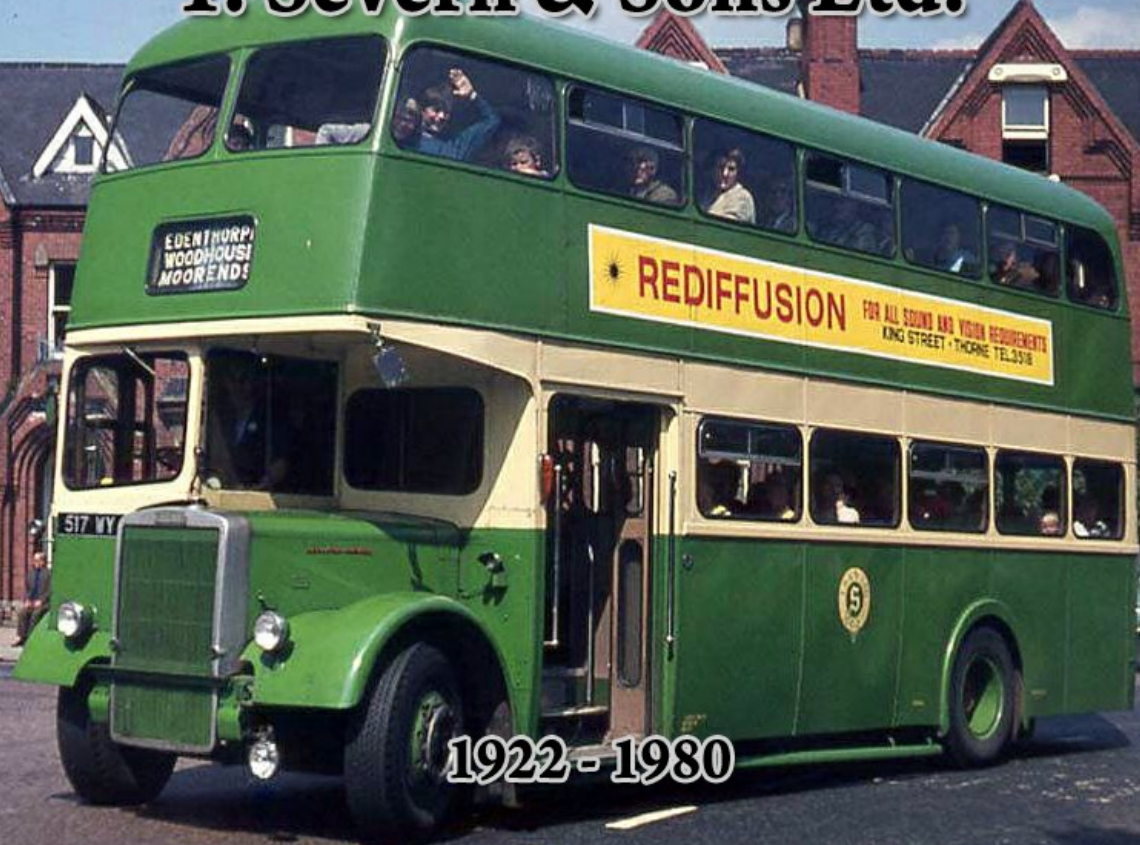


T. Severn & Sons Ltd.



1922 - 1980

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Cover Illustration: 517WY was a 1961 Leyland PD3/4 with Roe 72-seat bodywork, withdrawn in 1977. (John Kaye).

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Thomas Severn was a native of Creswell in Derbyshire, but moved to Bentley near Doncaster in the early part of the 20th century. After a further move to Stainforth, he started operating a haulage business carrying coal during the week, converting his lorries to buses for use at weekends. By April 1922 he was operating jointly with a number of other operators (Blue Line, Reliance, Doncaster Corporation and Roe) on a route between Stainforth and Doncaster, using the fleetname 'Cressy Motor Services', a reminder of his Derbyshire roots. Certain journeys were diverted or extended by the various operators, in particular, Blue Line and Reliance ran from Stainforth to Goole via Thorne, Roe ran to Sykehouse and later on to Fishlake, and Doncaster Corporation ran to Hatfield via Dunscroft. By the late 1920's all the operators were running to Dunscroft.

Thomas Severn also commenced additional services to Selby and Grimsby in the 1920's but these were soon withdrawn because of lack of patronage. In 1924 a second route to Doncaster from Thorne (later Moorends via Edenthorpe) was introduced, jointly with Premier, Renown and Felix Motors.

The first vehicle in the Cressy fleet was a Ford, about which little is known, but a 26-seat Vulcan 2T was the next vehicle to be purchased in March 1923. For the following few years Leyland vehicles were the choice but after 1926 a variety of other makes were purchased, including Saurer, Thornycroft, Chevrolet, AEC and Dennis. Fleet numbers were introduced in

the early 1930's, but the practice had been discontinued by the beginning of the Second World War in 1939.

The limited company was formed in 1933.

In 1938 the established business of W. Roe of Hay Green was taken over, together with a service from Stainforth to Sykehouse, which had been operating since 1920.

The Doncaster to Thorne service was diverted in the 1940's to serve the camp at RAF Lindholme. At this time there was a substantial amount of traffic to the camp from Doncaster, but over the years this dwindled until the camp was finally closed in 1982, although a few journeys continued to be run. The Cressy fleetname was dropped during the war years and vehicles operated without a fleetname, although some sported a letter 'S'. During 1943 and 1944, Severn & Sons began negotiations with Doncaster Corporation and Yorkshire Traction for the sale of the Company. Although both were interested in taking over the little Company, it seems that their financial valuation was disappointing and by April 1944 negotiations had been discontinued. In 1946 a service from Thorne to Bawtry via Lindholme commenced, but in the event proved unviable and was abandoned after only 7 months.

Feeder services to the RAF camps at Finningley and Bawtry, as well as Lindholme were operated jointly with Premier and Felix Motors during the 1950's, along with football specials to the Doncaster Rovers ground from Moorends and Dunscroft. In 1954 a new depot was opened at Bootham Lane, Dunscroft.

Severn & Sons also operated works journeys, which included services to the Rockware Glass factory at Kirk Sandall and to Hatfield Pit, both from Dunscroft, as well as tours and excursions from Stainforth and Leeds to Bridlington, Scarborough and Skegness.

During 1965 the Doncaster to Thorne service was diverted to serve the newly completed South Common estate in Thorne, at which time the following joint daily stage carriage services were being operated:

Doncaster (Christ Church) to Dunscroft (Ingram Road) *via Kirk Sandall, Barnby Dun and Stainforth (with some journeys via Crooksbrook Lane).*
(Jointly with Doncaster Corporation, Blue Line and Reliance).
Doncaster (Christ Church) to Moorends (Winning Post) *via Edenthorpe, Hatfield, Hatfield Woodhouse and Thorne (or via Brickyards).*
(Jointly with Premier and Felix Motors).

The service from Doncaster (Christ Church) to Sykehouse, via Kirk Sandall, Barnby Dun, Stainforth, Fishlake and Wormley Hill or Canal Lock

was operated on Saturdays only, with a Tuesday only service between Stainforth and Sykehouse (although school journeys were operated during term times). This was the service that was taken over with the business of Roe in 1938. In 1976 the South Yorkshire PTE subsidised the running of this service every weekday, with journeys serving South Bramwith village between Barnby Dun and Stainforth.

On the 30 March 1979 the Company was purchased by the South Yorkshire PTE, although all vehicles remained licensed to Severn & Sons until the Company formally ceased to trade on the 24 August 1980, when the green and cream vehicles, which had graced the roads around Doncaster for over 57 years finally disappeared.

Bus Fleet List 1922-1980

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

1922

-	??	Ford	??	??	??
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Withdrawn 1923.

1923

-	WY6908	Vulcan 2T	288	Bracebridge	B26F
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WY6908 re-seated to B20F in 1924.
Withdrawn by 1929 (WY6908).



Thomas Severn seated at the entrance to WY6908, a 1923 Vulcan 2T with Bracebridge 26-seat bus bodywork. (Stainforth Old Photos).

1924

-	WT3000	Leyland Z5	25079	Leyland	B20F
-	WT5041	Leyland A9	19942	Leyland	B20?

Withdrawn **1928** (WT3000, WT5041).

1925

-	WT7366	Leyland Z5	25122	Leyland	B20?
-	WT7886	Leyland Z5	25112	Leyland	B20?
-	WT8728	Leyland RAF	23390	Leyland	B32R

Withdrawn **1927** (WT7886), **1928** (WT7366), **1930** (WT8728).

1926

-	WU4199	Leyland A9	35396	Leyland	B20?
1	WU8617	Leyland PLC1	45315	Leyland	B26F
2	WU9211	Leyland PLC1	45447	Leyland	B26F

Withdrawn **unknown** (1), **1929** (WU4199), **1932** (2).



WT8728 was a Leyland RAF chassis with Leyland B32R bodywork acquired in 1925. (Bus Archive)



The crew pose with 1926 Leyland Lioness WU9211 about to depart for Stainforth. It carried a Leyland B26F body. (Bus Archive).

1927

-	WW1308-10	Lancia	359/63/60	Strachan & Brown	B20F
-	WW3719	Lancia	630	Strachan & Brown	B20F
-	WW3852	Lancia	631	Strachan & Brown	B20F

Withdrawn **1928** (WW1310), **1929** (WW3719), **1930** (WW3852), **1931** (WW1308), **1932** (WW1309).

1928

-	WW7605	Saurer	H482	??	B20F
-	WE3421	Leyland PLSC1	47677	Leyland	B35F

Withdrawn **unknown** (WE3421), **1930** (WW7605).

1929

-	WW9565	Saurer	J37	??	B20?
-	WX120	Thornycroft A6	18290	??	B20?
-	WX1785	Thornycroft A6	18324	??	B20?
-	WX1991	Thornycroft A6	18330	??	B20?

Withdrawn **1930** (WW9565), **1934** (WX1991), **1936** (WX120, WX1785).



Strachan & Brown B20F bodied Lancia WW1308, again with crew, one of 5 purchased in 1927. (Bus Archive).



WV7605 was a 1928 Saurer with B20F bodywork by an unknown builder. It did not stay long, being withdrawn after just two years (Bus Archive).

1930

-	DT2625	Ford AA	3735444	??	??
-	NU7054	Chevrolet X	10084	??	B14?
-	WE8295	Leyland LT1	50818	Leyland	B??F
3	WX5613	AEC Regal 4	642003	Burlingham	B32F

NU7054 second-hand from unknown owner (new 1926).

WX5613 re-bodied by Harrington to C35F in 1937.

Withdrawn **unknown** (DT2625, WE8295), **1930** (NU7054), **1939** (3).

1931

4	WX7403	AEC Regal 4	642007	Cravens	C32F
5	WX9221	Leyland TS1	61933	Burlingham	?32?

Withdrawn **1938** (4), **1939** (5).

1932

6	YG2501	Leyland TS4	1879	Roberts	C32F
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YG2501 re-bodied by Barnaby to B32F c. 1940.

Withdrawn **1947** (6).



YG2501, seen here when new, was a 1932 Leyland TS4 with Roberts C32F coachwork. (Bus Archive)

1934

7	YG7652	Leyland TS6	4712	Burlingham	B32F
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Withdrawn **1939** (7).

1936

8	AWY368	Leyland LT7	9880	Barnaby	B34F
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Withdrawn **1949** (8).

1937

9	BWW692	Leyland LT7	13784	Barnaby	B34F
10	BWY690	AEC Regal	6622035	Barnaby	C34F

No. 9 re-bodied by Barnaby to C33F in 1949.

Withdrawn **1939** (10), **1951** (9).



No. 9 (BWW692) was a 1937 Leyland LT7 with Barnaby 34-seat bus body. It was re-bodied again in 1949 with a 33-seat Barnaby coach body, but was withdrawn just two years later in 1951. (LTHL collection).

1938

11	CWT391	AEC Regal 4	642174	Barnaby	C35F
12	CWW529	Albion PK115	25108F	Barrass	C31F
-	??	Napier	??	??	??
-	TF2930	Maudslay ML3BC	4877	Barton & Danson	B32?
-	WX2794	Maudslay ML3B	4725	??	B32?
-	WX8361	Albion PMA28	7065F	??	B32?

No. 12 and TF2930, WX2794, WX8361 and unknown Napier ex-Roe (new 1938, 1930, 1930, 1931 and unknown respectively); No. 12 re-seated to C32F at a later date.

Withdrawn **unknown** (TF2930, WX2794, Napier), **1940** (12), **1941** (WX8361), **1949** (11).

1939

1	CWY881	Albion PK115	25024A	Barnaby	C32F
-	CM8736-37	Leyland TD1	71276-77	Leyland	L24/24R

CM8736-8737 ex-Wilts & Dorset (Nos. 245-246, new 1930).

CM8737 rebuilt by Barnaby to L27/24R at a later date.

Withdrawn **1944** (1, CM8736), **1948** (CM8737).

1941

- **HL4852** **Leyland TD1** **71630** **Leyland** **L24/24R**

HL4852 ex-West Riding AS (No. 317, new 1930).
Withdrawn **1947** (HL4852).

1942

- **CDT177** **Bedford OWB** **10225** **Roe** **B32F**
- **CWU707** **Dodge SBF** **741** **Barnaby** **C26F**
- **UG5104** **Dennis Lancet** **170369** **Dennis** **C32F**

CWU707 ex-Felix Motors, Hatfield (No.16, new 1938).
UG5104 ex-Felix Motors, Hatfield (No. 18, new 1933).
Withdrawn **1942** (UG5104), **1943** (CWU707), **1944** (CDT177).

1943

- **EWT664** **Guy Arab II** **FD25964** **Massey** **H30/26R**

EWT664 re-bodied by Barnaby to H31/25R in 1948.
Withdrawn **1952** (EWT664).

1944

- **EWV188** **Guy Arab II** **FD27064** **Massey** **H30/26R**

Withdrawn **1951** (EWV188).

1945

- **EWV639** **Guy Arab II** **FD27490** **Massey** **H30/26R**

Withdrawn **1950** (EWV639).

1946

- **FWR773** **Leyland PD1** **460874** **Roe** **H31/25R**

Withdrawn **1958** (FWR773).

1947

- **FVV18-19** **Leyland PS1** **470930/29** **Barnaby** **C34F**
- **FVV480** **Leyland PD1A** **461679** **NCB** **H30/26R**

FVV480 re-bodied by Roe to H31/25R in 1955.
Withdrawn **1956** (FVV18-19), **1958** (FVV480).



FWW480 was a 1947 Leyland PD1A with Northern Coachbuilders H30/26R bodywork seen here when new. It was re-bodied to H31/25R in 1955 by Roe and withdrawn 3 years later. (Bus Archive).

1948

- **GWX254** **Leyland PD2/1** **480943** **Leyland** **H30/26R**

Withdrawn **1961** (GWX254).

1949

- **JWR531-32** **Leyland PS1/1** **494694/98** **Yeates** **C33F**
- **JWR980-81** **Leyland PD2/1** **496257-58** **Leyland** **H30/26R**

Withdrawn **1958** (JWR531-532), **1962** (JWR980), **1964** (JWR981).

1951

- **KWR359** **Leyland PD2/1** **502428** **Leyland** **H30/26R**
- **KWW513-14** **Leyland PD2/10** **511746/45** **Roe** **H31/25R**
- **KWX549** **Leyland PSU1/15** **511266** **Duple** **C41C**

KWW514 re-seated to H33/25R in 1956.

Withdrawn **1963** (KWR359), **1967** (KWW514), **1970** (KWX549), **1971** (KWW513).



JWR532 was a Leyland PS1/1 with Yeates 33-seat coachwork, one of two purchased in 1949. (Bus Archive).

1954

- **NWY777** **Leyland PD2/10** **541324** **Roe** **H33/25R**

Withdrawn **1971** (NWY777).

1956

- **PYG605-06** **AEC Reliance** **MU3RV1156-57** **Park Royal** **B41F**

Withdrawn **1963** (PYG606), **1970** (PYG605).

1958

- **UWU515** **Leyland PD3/5** **573187**
- **UWU516** **Leyland PD3/5** **581165** **Roe** **H39/32R**

Withdrawn **1974** (UWU515), **1975** (UWU516).



UWU515 was a 1958 Leyland PD3/5 with Roe 71-seat rear-entrance bodywork withdrawn in 1974, seen here in East Laith Gate when new in 1958. (John Kaye).

1961

- **517-18WY** **Leyland PD3/4** **610952-53** **Roe** **H41/31F**

518WY to South Yorkshire PTE 3/79 as withdrawn vehicle.
Withdrawn **1977** (517WY), **1979** (518WY).

1963

- **819CWW** **Leyland PD3/4** **L00707** **Roe** **H41/31F**
- **3761PT** **Bedford SB3** **88263** **Yeates** **C41F**
- **HLX148** **AEC Regent III** **0961326** **Weymann** **H30/26R**
- **VAX838** **Leyland PSUC1/2** **594201** **Burlingham** **C41F**

3671PT ex-Favourite Motor Services, Coundon (new 1961).
HLX148 ex-London Transport (RT331, new 1948).
VAX838 ex-Mitchell, Luthermuir (new 1959).
819CWW to South Yorkshire PTE 3/79 (re-numbered 1157).
Withdrawn **1965** (HLX148), **1970** (VAX838), **1972** (3671PT).



An unusual purchase in 1963 was HLX148 ex-London Transport RT331 an AEC Regent III with Weymann H30/26R bodywork dating from 1948. (Richard Simons).

1964

-	BWW654B	Leyland PD3/4	L20075	Roe	H41/31F
-	EPM13	Bristol K5G	78163	ECW	H30/26R

EPM13 ex-Brighton, Hove & District (No. 416, new 1950).
BWW654B to South Yorkshire PTE 3/79 (re-numbered 1156).
Withdrawn **1967** (EPM13).

1965

-	GWX553C	Leyland PDR1/1	L41820	Roe	H44/29F
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GWX553C to South Yorkshire PTE 3/79 (re-numbered 1155).

1967

-	PWX591E	AEC Reliance	2U3RA6512	Plaxton	DP51F
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PWX591E to South Yorkshire PTE 3/79 (re-numbered 1082).



Standing at Severn's Dunscroft garage is BWV654B, a Leyland PD3/4 with Roe 72 seat bodywork. This vehicle passed to South Yorkshire PTE in 1979, where it was numbered 1156. Later still it was cut down to single deck for use as a tow wagon. (Ken Aveyard).



PWX591E, seen here at Wembley in 1974, was a 1967 AEC Reliance with Plaxton Derwent dual purpose 51-seat body. (John Kaye).

1969

- **XWU890G** **Leyland PDR1/1** **800820** **Roe** **H44/31F**

XWU890G to South Yorkshire PTE 3/79 (re-numbered 1154).

1971

- **GYG711-12J** **Leyland PDR1A/1** **7003268-69** **Alexander** **H44/31F**

- **OWW435E** **Bedford VAM14** **6851082** **Plaxton** **C45F**

OWW435E ex-Mosley & Son, Barugh Green (new 1967).

GYG711-712J, OWW435E to South Yorkshire PTE 3/79 (re-numbered 1152-1153, 1058 respectively).

1972

- **RWY301L** **Bedford YRQ** **2T475275** **Duple** **C45F**

- **SWR3-4L** **Leyland AN68/1R** **7203293-94** **Roe** **H43/29F**

RWY301L, SWR3-4L to South Yorkshire PTE 3/79 (re-numbered 1094, 1150-1151 respectively).



XWU890G was a 1969 Leyland PDR1/1 with Roe H44/31F bodywork. It is seen here after acquisition by South Yorkshire PTE wearing its new number - 1154. (Claire Pendrous).

1973

- **OWX769M Bedford YRQ CW451528 Plaxton C45F**

OWX769M to South Yorkshire PTE 3/79 (re-numbered 1095).

1975

- **HUG32-33N Leyland AN68/1R 7404159-60 Roe H43/29F**

HUG32-33N to South Yorkshire PTE 3/79 (re-numbered 1137-1138).

1977

- **WYG255-56S Leyland AN68A/1R 7702270/93 Roe H43/33F**

WYG255-256S to South Yorkshire PTE 3/79 (re-numbered 1135-1136).



The final purchases by Severn & Sons were two Leyland AN68A 'Atlanteans' with Roe H43/33F bodywork. This is one of them WYG256S which passed to South Yorkshire PTE in 1979 where it was numbered 1136. (Richard Simons).

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