

# Norfolk's Motor Service

(New Ridley)



1931 - 1964

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Cover Illustration: No. 13 (CNL413) was a 1947 Dennis Lancet III with Duple 35-seat coachwork. (The Bus Archive).

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On 7 July 1926, Mr N. W. Norfolk, as a member of the Private Owners Association of Blaydon, commenced operating on the Association's route from Hexham to Newcastle, with a second-hand Chevrolet, purchased from Mason of Gateshead. The Association later became the Blaydon & District Omnibus Proprietors Association and in 1929 became the Blaydon & District Omnibus Company.

Mr. Norfolk chose not to join the Company and, instead, formed the Tyne and Allen Company, with five other operators, who ran on a route between Allendale Town and Newcastle.

After four months, however, the service was abandoned due to severe competition and it was some time later before the Norfolk family was in a position to continue.

A Leyland Leveret (TE919) had followed the purchase of the Chevrolet and it seems that this vehicle worked both the original Hexham to Newcastle, and then the Allendale Town to Newcastle routes, but had been sold before 1931 when Mrs A. C. Norfolk applied to the Traffic Commissioners to operate a bus service between Stocksfield and Newcastle, withdrawing her application at the hearing, only to re-submit a new application for a service between Kilnpit Hill and Newcastle, via Scales Cross, Apperley Dene, New Ridley, Stocksfield, Prudhoe, Crawcrook and Blaydon.

The revised application was subsequently approved, with a restriction applying a protective fare in the section of the route between Branch End and Newcastle, which was already covered by other operators.

On 19 December 1931, the service commenced, using a second-hand Leyland Lion (No. 1: TY4952) purchased from Jermy of Felton, and which operated in its former owners livery of blue and white, later adopted by Norfolk's.

A second Leyland Lion (No. 2: UP2908) was purchased later in 1931. This time it was an LT1 model with 24-seat Leyland coach body, purchased second-hand from Charlton of Hebburn.

In addition to the stage carriage licence Norfolk's also held tours and excursions licences and ran school contracts for Northumberland County Council.

With the onset of World War II in 1939, fuel became restricted, causing a number of service cutbacks to be made.

The route was shortened to Apperley Dene, effectively cutting off the inhabitants of Kilnpit Hill and Scales Cross, and the frequency of journeys on the remaining section was reduced.

By this time the fleet numbered five vehicles, but two were impressed for the duration of the War by the War Department, which was, in some way, compensated for by the award of contracts to convey miners to Mickley Colliery and to transport prisoners of war for the Forestry Commission.

Following the cessation of hostilities, peacetime traffic began to increase and the Northumberland countryside, in particular, became a favourite destination for the Tyneside inhabitants and as a result private hire work increased and Norfolk's found it necessary to increase the fleet to cope with the added demand.

During 1945 and 1946, five Leyland Lion LT5A's were purchased second-hand from Central SMT (and the associated Lanarkshire Traction fleet). This brought the fleet to its maximum strength of ten vehicles.

The stage service was also re-introduced to Kilnpit Hill, although later withdrawn again because of declining passenger traffic.

In 1949 the last vehicle purchased by Norfolk's arrived. It was a Dennis Lancet III with Duple C33F bodywork (No. 15: DNL832) and, along with two similar vehicles purchased in the previous two years (Nos. 13 and 14), gave sterling service until the demise of the company in 1964.

In 1957, Norfolk's applied to be allowed to pick-up passengers along some two miles of route common to United Automobile Service between Branch End and Newcastle and at the same time, asked for a 5d protective fare from the first stop along Norfolk's route to the point where it left the United service to be removed. Despite objections by United and Venture Transport, the application was granted.

The ticket system used was the Bell Punch Company's Bellgraphic system, although other systems had been in use earlier, including the Glasgow Numerical system and the Bell Punch system itself.

In 1964, Mr N. W. Norfolk decided to sell the business to the United Automobile Company and retire, mainly due to declining health, having been in the business for over 33 years. The last day of operation would be 30 June 1964.

By this time the fleet had been reduced to just three vehicles, the Company not seeking to renew contract services during the latter years. All these vehicles (Nos. 13-15) were sold to Graham Brothers of Winlaton for use on their Derwent Reservoir contract.

On the 1 July 1964, United vehicles commenced operation on service 1C (the former Norfolk route), and Norfolk's Motor Service of New Ridley, Stocksfield, Northumberland, passed into history.

## Bus Fleet List 1931-1964

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

*Note: The following vehicles are known to have been operated before 1931;*

-	??	Chevrolet	??	??	B14?
-	TE919	Leyland LA2	??	Leyland	B??F

### 1931

1	TY4952	Leyland PLSC	47155	Leyland	B31F
2	UP2908	Leyland LT1	??	Leyland	C24F

No. 1 ex-Jermy, Felton (No. 13, new 1928).

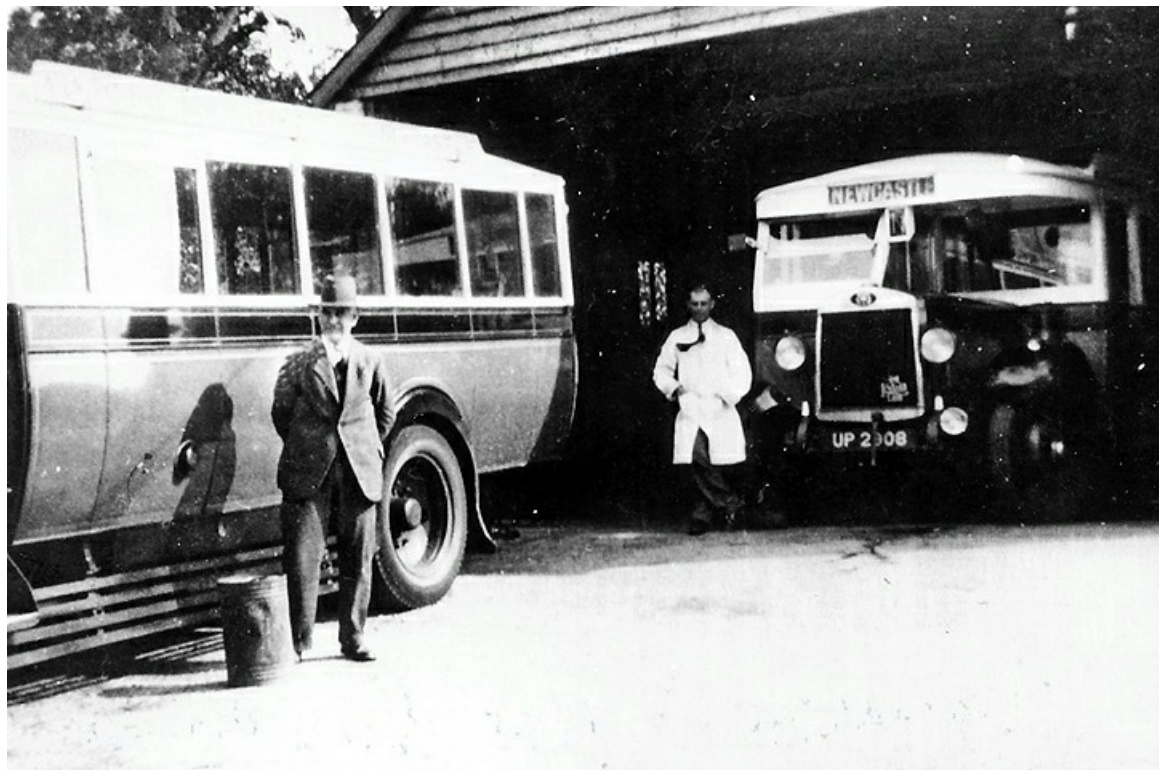
No. 2 ex-Charlton, Hebburn (new 1929).

Withdrawn **unknown** (2), **1938** (1).



TE919 was a Leyland Leveret LA2 with Leyland bodywork that operated for the Norfolk family before the introduction of their own stage service. It was probably disposed of following the failure of the Allendale venture around 1929. (The Bus Archive).





This garage shot shows No. 2 (UP2908), a 1929 Leyland LT1 with Leyland 24-seat coachwork. The second vehicle is probably No. 1 (TY4952) a 1928 Leyland PLSC with Leyland 31-seat bodywork. (The Bus Archive).

**1932**

<b>3</b>	<b>VD489</b>	<b>Gilford 1680T</b>	<b>11662</b>	<b>Wycombe</b>	<b>B32F</b>
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No. 3 ex-Carmichael, Helensburgh (No. 22; new 1931).  
Withdrawn **by 1949** (3).

**1937**

<b>4</b>	<b>ELE340</b>	<b>Dennis Lancet II</b>	<b>175327</b>	<b>Dennis</b>	<b>C32F</b>
<b>5</b>	<b>FPF237</b>	<b>Dennis Lancet II</b>	<b>175134</b>	<b>Dennis</b>	<b>B35R</b>

No. 5 ex-Dennis Bros, Guildford (new 1937 as demonstrator).  
Withdrawn **1953** (4), **1955** (5).

**1938**

<b>6</b>	<b>JR8959</b>	<b>Dennis Lancet II</b>	<b>175628</b>	<b>Dennis</b>	<b>B35R</b>
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Withdrawn **by 1955** (6).



No. 6 (JR8959) was a 1938 Dennis Lancet II with Dennis 35-seat rear entrance bodywork. (The Bus Archive).

## 1945

7	JTN534	Bedford OWB	10270	SMT	B32F
8	VD3484	Leyland LT5A	3748	Leyland	B32R
9	VD3476	Leyland LT5A	3740	Leyland	B32R
10	VD3509	Leyland LT5A	4247	Leyland	B32R

No. 7 ex-Hall Bros, South Shields (new 1942).

Nos. 8 and 10 ex-Lanarkshire Traction (Nos. F88 and F113 respectively, new 1934).

No. 9 ex-Central SMT (No. F80, new 1934).

Withdrawn **unknown** (8) **by 1951** (7, 9, 10).

## 1946

11	VD3447	Leyland LT5A	3711	Leyland	B32R
12	VD3440	Leyland LT5A	3704	Leyland	B32R

Nos. 11-12 ex-Central SMT (Nos. F51, F44 respectively, new 1934).

Withdrawn **unknown** (11-12).

**1947**

<b>13</b>	<b>CNL413</b>	<b>Dennis Lancet III</b>	<b>196J3</b>	<b>Duple</b>	<b>C35F</b>
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Withdrawn **1964** (13).

**1948**

<b>14</b>	<b>CTY690</b>	<b>Dennis Lancet III</b>	<b>436J3</b>	<b>Duple</b>	<b>C35F</b>
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Withdrawn **1964** (14).

**1949**

<b>15</b>	<b>DNL832</b>	<b>Dennis Lancet III</b>	<b>611J3</b>	<b>Duple</b>	<b>C33F</b>
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Withdrawn **1964** (15).



No. 15 (DNL832) was Norfolk's last vehicle purchased in 1949 and was the favoured Dennis Lancet with Duplex 33-seat coachwork. (The Bus Archive).

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*In producing this booklet reference has been made to the following publications; Norfolks of New Ridley, RF Spresser, Buses Illustrated No. 118, January 1965; Commercial Motor Archive, June 1964.*

*Illustrations courtesy The Bus Archive.*

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