

# Rochdale Corporation Transport



1902 - 1969

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Cover Illustration: No. 122 (BDK207), a 1936 AEC Regent with English Electric bodywork. (© and courtesy Larry Goddard).

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Horse buses are recorded serving Rochdale as early as 1796, when a twice-weekly horse-drawn coach to Manchester, via the neighbouring town of Bury, was withdrawn due to lack of patronage. In 1824 the 'Royal Mail' passenger coach ran nightly, continuing on to Halifax, Bradford, Leeds and York. Early records of horsebuses in Rochdale are from 1856 onwards, but by 1870 a number of horsebus services were operating, mainly from local hotels, such as; from the Spread Eagle, Cheetham Street to Bacup 6 times daily; from the Roebuck, Yorkshire Street to Heywood and Bury 3 times daily; and from the White Hart, St. Mary's Gate to Norden, Smallbridge and Littleborough 3 times daily.

In 1882 initial work started on the construction of a steam tramway (horse-drawn trams never having reached Rochdale) under the auspices of the grandly named Manchester, Bury, Rochdale and Oldham Steam Tramways Company Limited, the first sections of route, along Oldham Road and to Littleborough, opening on 7th May 1883. Due to a whim of the local council the Rochdale track was narrow gauge (3ft 6ins), whilst the remainder of the MBR&O system was standard gauge. The Company, however, struggled to comply with their commitments under the 1870 Tramways Act, which required them to keep the section of road between, and to each side of the tramway track, in good repair. In October 1887 the Company went into liquidation, only to re-emerge in 1888 as the Bury, Rochdale and Oldham Steam Tramways Company Limited.

The Rochdale Corporation Act of 1900 gave the Corporation the powers to operate tramways within the borough, and a decision was made to construct and operate an electric tramway in preference to the steam tramway, which, by this time, had become outmoded. The Corporation commenced negotiations with the Bury, Rochdale and Oldham Company for the purchase of its track and operations within the borough.

The first Rochdale Corporation route was opened on 22 May 1902 with just one single-deck car, along a short section of Bury Road to the Cemetery. On the 17 June another section to Norden, via Spotland Road and Edenfield Road was opened, followed on 21 July by a short branch line to Spotland. By this time Rochdale had fallen in with surrounding authorities and was building its tramways to the standard gauge (4ft 8½ins).

Negotiations with the BR&O Steam Tramways Company became protracted and subsequent conversions and extensions were delayed. In 1904, however, final settlement in the sum of £74,769 was made and Rochdale Corporation was free to commence wholesale replacement of the former steam tram routes. The Station Circular route was constructed and the electrified sections of former steam routes along Oldham Road and to Firgrove, Sudden and Whitworth were opened. The last steam-hauled route to Littleborough was converted to electric traction in May 1905.

As was the practice at the time, Rochdale Corporation's initial intake of trams was something of a mixed bag. Six different trams were ordered,

replacement orders being subject to a satisfactory trial. No.1 was an ERTCW bogie single-decker (which operated the first electric traction service on 22 May 1902), No.2 an ERTCW bogie double-deck open-topper, No.3 an ERTCW single-truck double-deck open-topper, and Nos.4-6 were Milnes open-top double-deckers with various bogie types.

Several non-operating urban district councils constructed tramway tracks within their boundaries and granted Rochdale Corporation the lease to operate trams on their behalf. Bacup Corporation extended the line from Whitworth to Britannia and Rochdale maintained a small, two-car depot there. The line was opened on 25 July 1911. Milnrow UDC constructed the extension from Firgrove to Milnrow (opened 12 December 1911) and on to New Hey (opened 1 March 1912). The agreement with Heywood UDC, however, was unusual, in that it provided for the purchase and payment of working expenses of two Rochdale cars, which, would give Heywood the right to receive revenue from journeys within the borough and to issue its own tickets. The two cars would operate in Rochdale livery and be, to all intents and purposes, owned by Rochdale Corporation.

By this time Rochdale had built up a network of routes within the town and had a number of radial routes serving neighbouring towns, including Oldham, which, due to a low bridge on the Oldham Road route, prevented the operation of top-covered trams. Oldham Corporation severed the route, rather than allow its townsfolk to travel in open-top cars!

Unlike other areas the tramway network had no serious competition from motorbuses until July 1924, when the crimson and cream buses of Ribble Motor Services Limited, operating from Blackburn, arrived in the town. Two months later another Ribble route from Burnley was inaugurated.

Rochdale Corporation was not slow to respond, and the Rochdale Corporation Act of 1925 granted the Corporation the rights to operate motorbuses. On the 15 June 1925, Rochdale Corporation, along with the Middleton and Chadderton authorities, agreed to buy the tramway system of the Middleton Electric Tramways Company for £79,000. Middleton's share of the line was leased to Manchester Corporation, and Chadderton's to Oldham Corporation. The tramway was subsequently merged into Rochdale Corporation's network of services and, for the first time, through running to Manchester was possible.

Although Rochdale Corporation had provided Milnrow with its tram service, Milnrow would not, at first, allow Rochdale to operate buses within its boundaries. As a result, the first motorbus service was to Castleton, via Deeplish on the 17 March 1926, followed soon after by services to Healey, Wardle, Jericho (on the Bury boundary, connecting with Bury's tram service) and Turf Hill.

Rochdale Corporation's first buses were Guy and Dennis saloons, followed in 1930 by double-deck vehicles, whose improved design and reliability, along with the increased cost of track repairs, led to the Corporation's

decision to abandon the tramways in favour of the new motorbuses (the first, major north-west municipal authority to do so). The tramway livery of dark brown and pale yellow was initially adopted for use on the new motorbuses but from 1937 onwards a blue and cream livery was introduced, which remained in use until 1961 when it was reversed to facilitate spray painting.

Manchester operated a system of cross-city express services, which reached into the surrounding areas, and Rochdale co-operated on two routes, which operated between Littleborough and Altrincham, and Bacup and Flixton. The popularity of the express services soon attracted the attention of several independent operators; notably the Rochdale based Yellowway Motor Services, who commenced an express service from Rochdale to Manchester via Royton.

Rochdale Corporation introduced two more local services in July 1927, to Syke, and a Circular route. Later that year, in December, the Bury Road route was joined with Bury Corporation's Jericho working to give a through service to Bury via Bury Road. In January 1928 a through service to Todmorden was introduced and in February 1928 the Ashton to Rochdale via Oldham route was inaugurated.

In August 1930, Rochdale decided to abandon the Norden, Bamford and Spotland sections of its tramway system, at the same time, arrangements were made to take on the tramway debts of the surrounding authorities

into which Rochdale had run, on condition that all other operators were excluded. As a consequence of the continuing tramway abandonment and the involvement with Manchester, Rochdale followed Manchester's lead in numbering its bus services in late 1930, when cross-town bus routes were pioneered. The bus network was increased during the early part of the decade with the services to Spotland, Thornham, Turf Hill, Healey and New Hey all being extended further. By mid-1932 only the jointly operated tram service to Manchester remained and on 12th November 1932 that too finally ceased operation.

In 1937 the livery of monestral blue with cream window surrounds and domes, with black lining out dipping on the front upper deck panels to just above the forward cab window to provide an almost completely cream front, was introduced. The first vehicles to have the new livery were nos. 135-139, 1937 Cravens-bodied AEC Regents. AEC was to remain the major bus supplier to the Corporation (apart from a batch of Daimler CRG6's in 1953) until the rear-engined Daimler Fleetline was introduced in 1964.

In July 1944, Yelloway Motor Services decided to dispose of its express service to Manchester and Rochdale Corporation (along with Manchester and Oldham) took over operation of the service. Several Yelloway vehicles were involved in the deal and Rochdale received three, two 1931 AEC Regals and a 1938 Leyland TD5.



Following the end of the Second World War the new traffic manager initiated further service development and the Manchester style of destination blind layout was also adopted around this time. The Manchester to Bamford route was extended to Bagslate on the 2 March 1947, the local Rochdale to Bamford route diverted along War Office Road, and the Sandy Lane to Bury Road section abandoned in favour of the Greave to Wardle service which ran over the same road. The new estate at Kirkholt was provided with a service on 2 January 1949 and on 2 May two rush-hour only express services to Manchester, via Middleton or Royton commenced. At the same time the ex-Yelloway express service was curtailed just beyond Chadderton centre.

After this Rochdale Corporation services received only minor alterations, to serve new estates at Mettle Cote and Wallbank and there followed a substantial period of consolidation until 1967, when a white paper entitled 'Public Transport and Traffic' was published. This later became the 1968 Transport Act, which provided for the creation of Passenger Transport Authorities in the recently established metropolitan counties. The Passenger Transport Authorities were made up of members of local councils drawing on the policies of each local undertaking. Under their control were the Passenger Transport Executives, who would be the professionals responsible for running the local services. Rochdale would receive no compensation for its vehicles or premises, since they were handed over to another joint local authority. At midnight on the 31

October 1969 Rochdale Corporation Transport ceased to exist and the following day, 1 November 1969, it became part of the PTE's South East Lancashire and North East Cheshire (SELNEC) combined fleet of 2,526 vehicles, the largest of the four PTA's.

## Tram Fleet List 1902-1932

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

### 1902

1	Single-deck combination bogie	Brill 22E	ERTCW	42?
2	Double-deck open-top bogie	Brill 22E	ERTCW	??/??
3	Double-deck open-top 4-wheel	Brill 21E	ERTCW	34/22
4	Double-deck open-top bogie	Brush D	Milnes	36/30
5	Double-deck open-top bogie	Brush B	Milnes	36/30
6	Double-deck open-top bogie	Brush 27G	Milnes	36/30
7-9	Double-deck open-top 4-wheel	Brill 21E	ERTCW	34/22

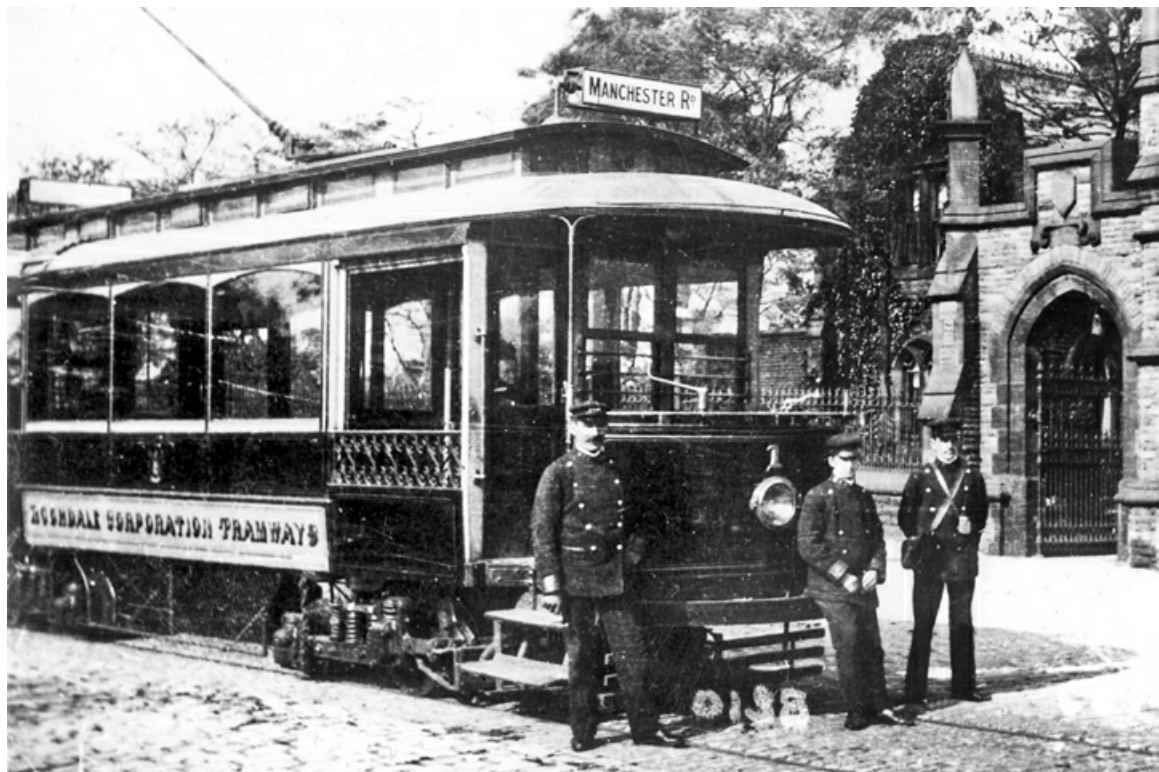
Withdrawn 1919 (1, 2), 1930 (4-9), 1932 (3).

### 1903

10-19	Double-deck open-top 4-wheel	Brush AA	Brush	33/22
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Nos. 10, 11 received English Electric top covers in 1930

Withdrawn c.1925 (12-15), 1927 (19), 1930 (17, 18), 1931 (16), 1932 (10, 11).



Rochdale Corporation Car No. 1 was an Electric Railway & Tramway Carriage Works-built bogie single-decker, which operated the first electric traction service on 22 May 1902. (LTHL collection).

**1905**

<b>20-29 Double-deck open-top 4-wheel</b>	<b>Brush Conaty</b>	<b>Brush</b>	<b>33/22</b>
<b>30-43 Single-deck combination bogie</b>	<b>Brush D</b>	<b>Brush</b>	<b>38</b>
<b>44-49 Double-deck open-top bogie</b>	<b>Brush D</b>	<b>Brush</b>	<b>33/22</b>

Nos. 20/9, 44-49 received English Electric top covers in 1930  
Withdrawn **unknown** (but probably 1930; 21-28), **1926** (42), **1930** (31,  
33-37, 39-41), **1931** (30, 32, 38, 43), **1932** (20, 29, 44-49).

**1906**

<b>50-59 Single-deck combination bogie</b>	<b>Brush D</b>	<b>Brush</b>	<b>38</b>
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Withdrawn **1926** (51, 55), **1930** (50, 56, 58), **1931/32** (52-54, 57, 59).

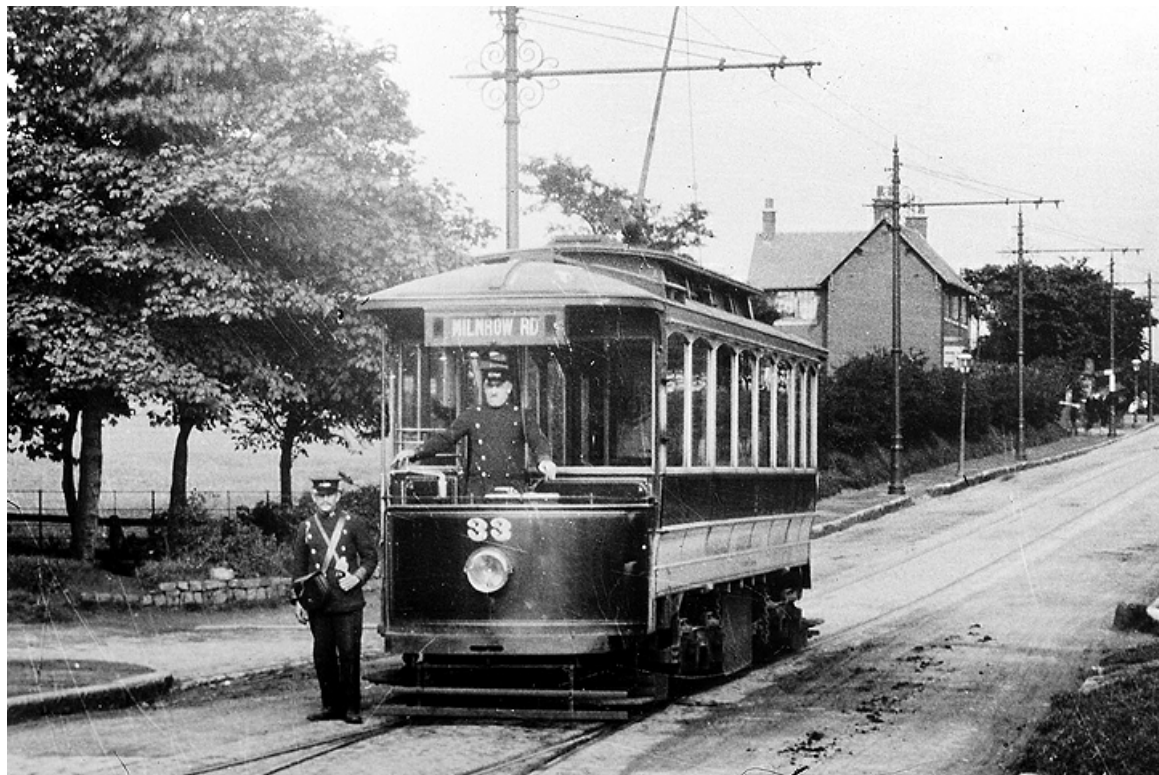
**1912**

<b>60-69 Single-deck combination bogie</b>	<b>Brush D</b>	<b>Brush</b>	<b>38</b>
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Withdrawn **1931/32** (60-69).



No. 20 at Smallbridge in 1905, was a 1905 Brush-built 4-wheel car. It survived almost to the end of the system, being withdrawn in 1932. (LTHL collection).



No. 33 was a 1905 single-deck combination bogie car built by Brush and seating 38. Seen here in Milnrow Road, it was withdrawn in 1930. (LTHL collection).

**1920**

**70-79 Double-deck top-cover 4-wheel Brill 21E English Electric 36/22**

Withdrawn **1932** (70-79).

**1925**

**2 Double-deck open top 4-wheel Brush Conaty Brush 26/22**

**12-15 Double-deck open top 4-wheel Brush Conaty Brush 26/22**

**80-85 Double-deck enclosed 4-wheel Preston 21E English Electric 42/22**

Nos. 2, 12-15 ex-Middleton Electric Traction Company, probably never used in service because of their poor condition.

Withdrawn by **1931** (2, 12-15), **1932** (80-85).

**1926**

**86-89 Double-deck enclosed 4-wheel Preston 21E English Electric 42/22**

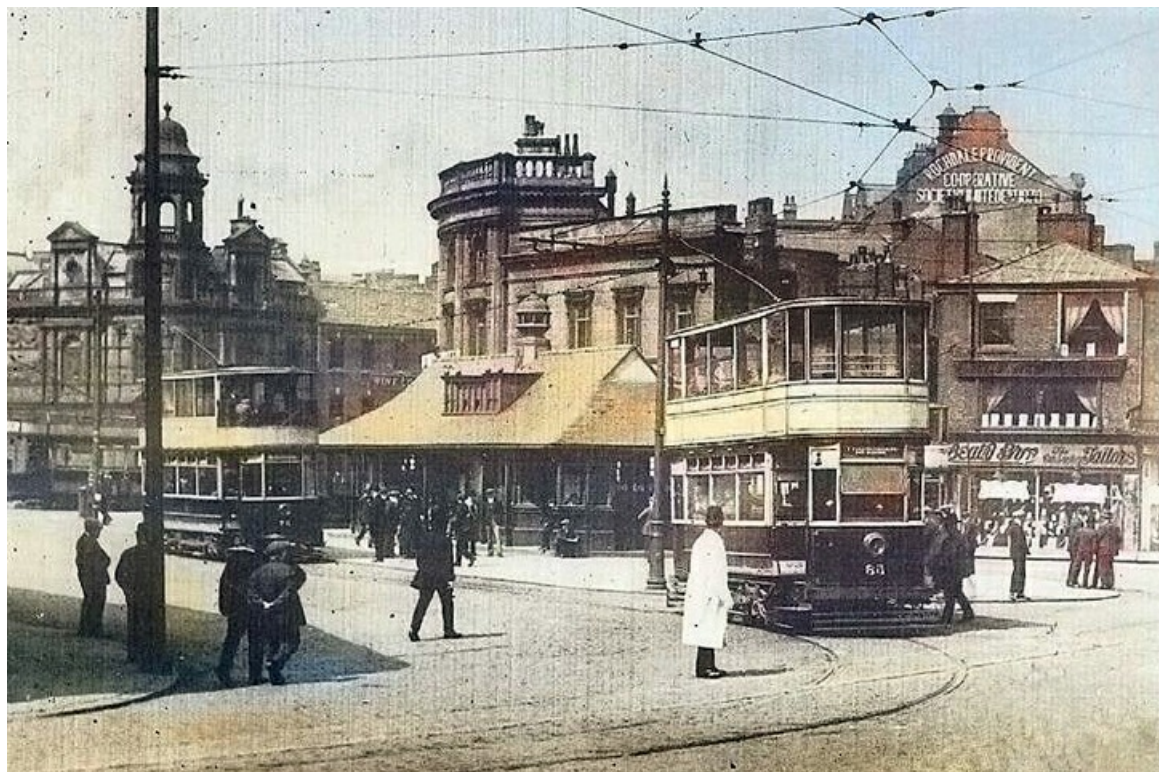
**90-92 Double-deck enclosed 4-wheel Brill 21E English Electric 42/22**

Withdrawn **1932** (86-89, 90-92).





Car No. 78, a 4-wheel double-decker built in 1920 by English Electric on Brill 21E trucks and seating 48 exits Drake Street watched by a white-coated policeman on traffic duty, a long gone sight. (LTHL collection).



Captured in this tinted postcard at the same spot as the previous photograph is English Electric-built fully-enclosed car No. 85 built in 1925 on Preston 21E trucks and seating 64. This was obviously the best place in Rochdale to find a policeman! (LTHL collection).

**1927****93 Double-deck enclosed 4-wheel Brill 21E Rochdale C.T. 42/20**

Built using English Electric top-cover.  
Withdrawn **1932** (93).

**1928****94 Double-deck enclosed 4-wheel Brill 21E Rochdale C.T. 42/20?**

Built using English Electric top-cover.  
Withdrawn **1932** (94).

## Bus Fleet List 1926-1969

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

### 1926

1-3	DK3443-45	Guy B	B1891,1907/8	Strachan and Brown	B26F
4-6	DK3446-48	Dennis E	17003/15/34	Strachan and Brown	B30D
7-10	DK3841-44	Dennis E	17065/3/6/78	Strachan and Brown	B30D

Withdrawn 1929 (1-3), 1935/36 (4), 1936/37 (7-9), 1937/38 (5, 6, 10).

### 1927

11-12	DK4190-91	Dennis F	80016/20	Strachan and Brown	B26D
13-16	DK4192-95	Dennis E	17232/5/42/56	Strachan and Brown	B30D
17	DK4196	Dennis F	80031	Strachan and Brown	B26D

Withdrawn 1935/36 (13, 15, 17), 1936/37 (16), 1937-39 (11, 12, 14).



One of Rochdale Corporation's initial intake of buses in 1926 was No. 5 (DK3447) a Dennis E with Strachan & Brown 30-seat dual-entrance bodywork. (LTHL collection).

**1928**

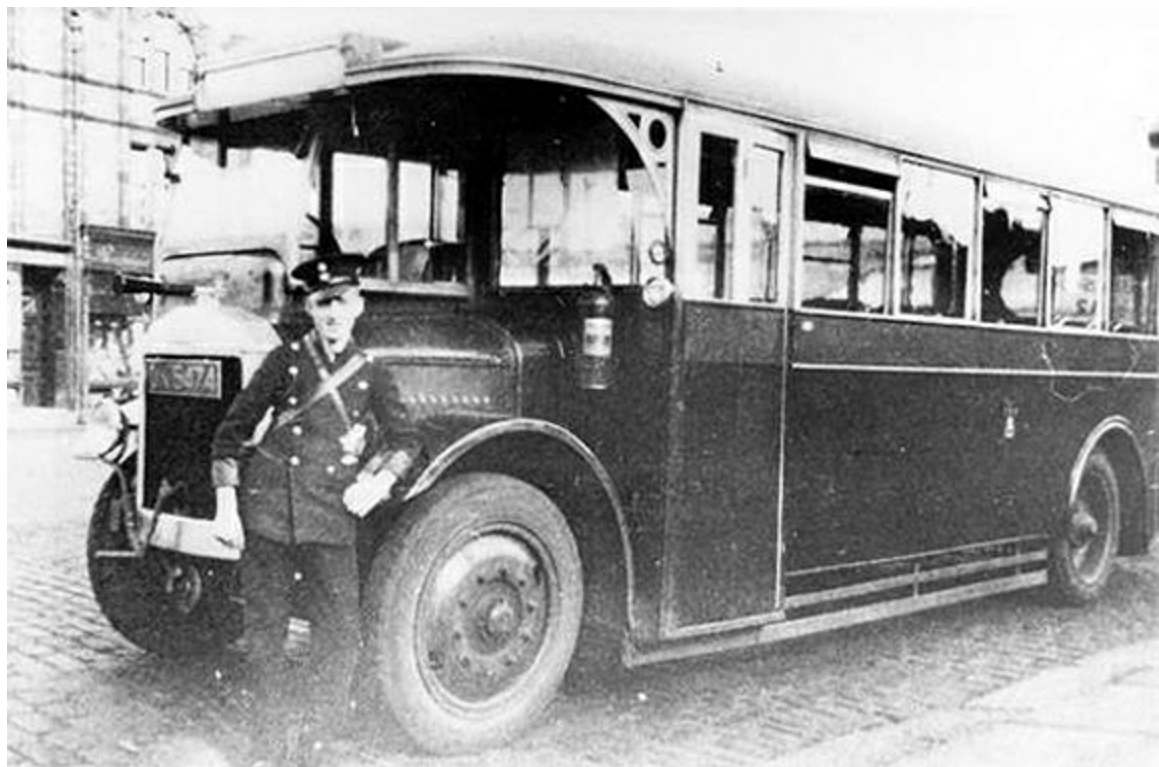
18-19	DK4197-98	Dennis F	80018/42	Strachan and Brown	B26D
20	DK4199	Dennis E	17343	Strachan and Brown	B32D
21-25	DK4682-86	Dennis E	17344/34/41/5/62	Strachan and Brown	B32D
26-30	DK5101-05	Dennis E	17501/26-28/45	Strachan and Brown	B32D

Withdrawn 1935/36 (18), 1937/38 (19, 20, 21, 23), 1938/39 (22, 24-7), 1939/40 (28-30).

**1929**

31-35	DK5473-77	Dennis ES	17641-45	Strachan and Brown	B31D
36	DK6028	Dennis EV	17854	Strachan and Brown	B31D

Withdrawn 1939 (31-3), 1940 (34-6).



The conductor leans against Rochdale No. 32 (DK5474), a 1929 Dennis ES with Strachan & Brown 31-seat bodywork. (LTHL collection).

**1930**

37	DK6552	Crossley Condor	90427	Crossley	L24/24R
38	DK6866	Crossley Condor	90431	Crossley	L26/24R
39	DK6868	Crossley Condor	90433	Crossley	L28/24R
40	DK6865	Crossley Condor	90432	Crossley	L26/24R
41	DK6867	Crossley Condor	90430	Crossley	L26/24R
42	DK6871	Crossley Condor	90458	Crossley	L26/24R
43	DK6869	Crossley Condor	90456	Crossley	L26/24R
44	DK6872	Crossley Condor	90470	Crossley	L26/24R
45	DK6870	Crossley Condor	90457	Crossley	L26/24R
46-47	DK6876-77	Crossley Alpha	90296/7	Crossley	B32D
48	DK6874	Crossley Alpha	90294	Crossley	B32D
49	DK6873	Crossley Alpha	90293	Crossley	B32D
50	DK6875	Crossley Alpha	90295	Crossley	B32D
51	DK6778	Crossley Alpha	90298	Crossley	B32D

Withdrawn **1938** (37, 38, 40-45), **1939** (39), **1940** (48, 49), **1945** (46), **1946** (47), **1948** (50, 51).





No. 37 (DK6552) was the first of nine Crossley Condor chassis with Crossley's own bodywork delivered in 1930. (LTHL collection).

## 1931

52-54	DK6957-59	Crossley Condor	90477-79	Crossley	L28/24R
55-57	DK6960-62	Crossley Alpha	90602-4	Crossley	B32D
58-63	DK7138-43	Crossley Alpha	90615-20	Crossley	B31D
64-69	DK7144-49	Crossley Condor	90495-500	Crossley	L26/24R
70-72	DK7480-82	Crossley Condor	90747/8/6	Crossley	H28/24R
73-78	DK7483-88	Crossley Condor	90813-18	Crossley	H28/24R
79-81	DK7489-91	Dennis Lance	125040/1/39	English Electric	H28/24R

Withdrawn 1935 (66), 1938 (52-4, 64, 67-9), 1939 (65, 79-81), 1940 (70-8), 1944 (55, 59, 60, 62, 63), 1946 (56, 57, 61), 1948 (58).

## 1932

82	DK7646	Crossley Condor	90819	Crossley	H28/24R
83-94	DK7861-72	Crossley Condor	90865-76	Crossley	H28/24R
95-98	DK7980-83	Crossley Condor	91002-05	Crossley	H28/24R
99-104	DK8014-19	Crossley Condor	91013-18	Crossley	H28/24R
105-106	DK8020-21	Crossley Condor	91006-7	English Electric	H28/24R
107-111	DK8022-26	Crossley Condor	91008-12	English Electric	H26/24R
112-117	DK8027-32	Crossley Condor	91019-24	English Electric	H26/24R

Withdrawn 1940 (82-5), 1944 (86), 1945 (89, 90, 92, 93, 97, 98, 100, 102, 105, 107-17), 1948 (87, 88, 91, 94-6, 99, 101, 103-4, 106).



1931 Dennis Lance No. 80 (DK7490) with English Electric 52-seat bodywork. (GEC collection courtesy David Beilby).



Crossley Condor No. 114 (DK8029) with English Electric 52-seat bodywork. It was withdrawn at the end of 1945. (GEC collection courtesy David Beilby).

**1935**

<b>118-119</b>	<b>ADK78-79</b>	<b>Crossley Mancunian</b>	<b>91835/6</b>	<b>Metro-Cammell</b>	<b>H26/24R</b>
<b>120-121</b>	<b>ADK282-83</b>	<b>AEC Regent</b>	<b>06612472/886</b>	<b>Metro-Cammell</b>	<b>H28/24R</b>

Nos. 120, 121 rebodied to H31/26R by Samlesbury in 1951.

Withdrawn **1948** (118, 119), **1957** (120, 121).

**1936**

<b>122-125</b>	<b>BDK207-08</b>	<b>AEC Regent</b>	<b>06614028/24</b>	<b>English Electric</b>	<b>H30/24R</b>
<b>124-125</b>	<b>BDK209-10</b>	<b>AEC Regent</b>	<b>06614026/27</b>	<b>English Electric</b>	<b>H30/24R</b>
<b>126-127</b>	<b>BDK353-54</b>	<b>AEC Regent</b>	<b>06614023/5</b>	<b>Weymann</b>	<b>H28/26R</b>
<b>128-129</b>	<b>BDK355-56</b>	<b>Leyland TD4c</b>	<b>10203/04</b>	<b>Weymann</b>	<b>H26/26R</b>

Nos. 122-25 rebodied to H31/26R by Samlesbury in 1951.

Withdrawn **1950** (129), **1953** (128), **1956** (126, 127), **1957** (122-5).

**1937**

<b>130-134</b>	<b>CDK204-08</b>	<b>Leyland TS7</b>	<b>13621-5</b>	<b>Cravens</b>	<b>B35R</b>
<b>135-139</b>	<b>CDK209-13</b>	<b>AEC Regent</b>	<b>06615113-7</b>	<b>Cravens</b>	<b>H28/24R</b>

Nos. 130-34 renumbered 1-5 in 1939, 1/2 rebuilt to B26F in 1943.

No. 137 rebodied to H31/26R by Samlesbury in 1951.

Withdrawn **1951** (131[2], 133[4], 134[5]), **1953** (130[1], 132[3], 135, 136, 138, 139), **1957** (137).



No. 125 (BDK210) was a 1936 AEC Regent seen here when new had English Electric 54-seat bodywork. It was re-bodied in 1951 by Samlesbury and was finally withdrawn in 1957. (GEC collection courtesy David Beilby).

**1938**

140-144	DDK110-14	Leyland TD5c	17808-12	Cravens	H28/26R
145-151	DDK115-21	Leyland TD5	17813-9	ECW	H30/26R
152-156	DDK122-26	Daimler COG6	10367-71	Cravens	H28/26R

No. 143 rebodied to H32/25C by Massey in 1946.

Withdrawn 1951 (143), 1952 (146), 1953 (141, 144, 150, 152-4), 1954 (140, 145, 147-9, 155, 156), 1955 (142), 1956 (151).

**1939**

157-161	DDK832-36	AEC Regent	06616385-9	ECW	H30/26R
162-166	DDK918-22	Leyland TD5	302252-6	Weymann	H30/26R
6-13	EDK101-08	Leyland TS8	302257-64	ECW	B35R

Withdrawn 1951 (6-8, 12), 1952 (160), 1953 (9-11, 13, 164), 1954 (157-9, 161), 1955 (162), 1956 (163, 165-6).

**1940**

167-171	EDK645-49	Leyland TD7	306001-5	English Electric	H30/26R
172-176	EDK650-54	Leyland TD7	306006-10	ECW	H30/26R
177-186	EDK686-95	Daimler COG6	10937-46	ECW	H30/26R

Withdrawn 1951 (185), 1956 (167-84, 186).



No. 12 (EDK107) was a 1939 Leyland TS8 with Weymann 35-seat bodywork. It was withdrawn from service in 1951. (LTHL collection).





No. 168 (EDK646) a 1940 Leyland TD7 with 56-seat English Electric bodywork. (GEC collection courtesy David Beilby).

## 1943

187	EDK771	Daimler CWG5	11370	Massey	H30/26R
189	EDK799	Daimler CWA6	11490	Duple	H30/26R

Withdrawn 1952 (187), 1956 (189).

## 1944

130	DDK257	Leyland TD5	300674	Leyland	H30/26R
188	EDK798	Daimler CWA6	11489	Duple	H30/26R
190	EDK800	Daimler CWA6	11491	Duple	H30/26R
191-192	EDK801-02	Daimler CWA6	11536/7	Northern Counties	H30/26R
193-194	EDK803-04	Daimler CWA6	11553/4	Duple	H30/26R
195-199	EDK805-09	Daimler CWA6	11558/96-8/615	Northern Counties	H30/26R
200	EDK835	Daimler CWA6	11580	Duple	H30/26R
-	DK7396	AEC Regal	662586	Burlingham	C30F
-	JD1381	AEC Regal	662956	Beadle	C30F

Nos. 130 and 200, DK7396 and JD1381 were acquired from Yelloway Motor Services in 1944 along with the Manchester Express route.

Withdrawn 1948 (JD1381), 1950 (DK7396), 1951 (130), 1952 (194), 1955 (191), 1956 (190, 195-8), 1957 (188, 193, 200), 1958 (199), 1959 (192).



No. 191 (EDK801) was a wartime Daimler CWA6 with Northern Counties H30/26R bodywork built in 1944. (LTHL collection).

**1945**

21-24	EDK921-24	Daimler CWD6	12338/66/7/80	Massey	H30/26R
25-30	EDK925-30	Daimler CWA6D	12381/2/96-8/411	Massey	H30/26R

Withdrawn 1956 (21-7, 30), 1959 (28, 29).

**1947**

31-35	FDK331-35	AEC Regent III	0961879/83/1/2/0	Weymann	H30/26R
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Withdrawn 1964 (31-35).

**1948**

36-46	GDK136-46	AEC Regent III	0961859-69	Weymann	H30/26R
47-48	GDK147-48	AEC Regent III	9612E870/1	Weymann	H31/26R
201-207	GDK401-07	AEC Regent III	0961872-8	East Lancs	H33/26R
71	BWA212	AEC Regent	06613543	Weymann	H30/26R
72	CWA492	AEC Regent	06614031	Weymann	H30/26R
73	JX6425	AEC Regent	06616033	Park Royal	H30/26R
74-76	JX6568-70	AEC Regent	06616081-3	Roe	H31/25R

Nos. 71 and 72 ex-Sheffield Corporation (Nos. 112, 292).

Nos. 73-76 ex-Halifax Corporation (Nos. 40, 47-9).

Withdrawn 1951 (73), 1953 (71, 72, 74-6), 1962 (201-5), 1963 (206, 207), 1964 (36-8, 41), 1965 (39, 42-4, 46-8).



No. 273 (NDK973) a 1956 AEC Regent V with Weymann 61-seat body passes 1948 AEC Regent III No. 37 (GDK137) with Weymann 56-seat body. (Mike Beamish).

**1949**

208-217	GDK708-17	AEC Regent III	9612E920-9	Weymann	H33/26R
218-222	GDK718-22	AEC Regent III	9612E930-4	Weymann	H33/26R

Withdrawn **1963** (222), **1966** (208-220), **1968** (221).

**1950**

223-232	HDK23-32	AEC Regent III	9612E4949-58	Weymann	H33/26R
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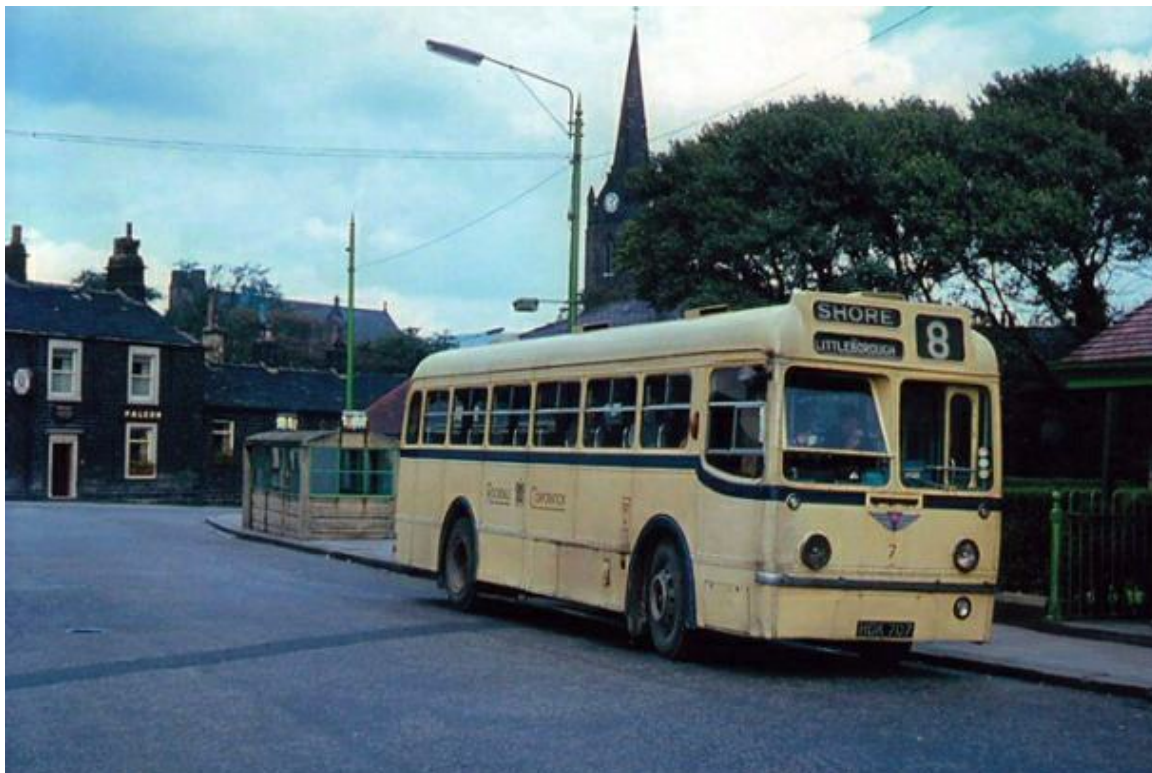
Withdrawn **1968** (223-232).

**1951**

301-307	HDK701-07	AEC Regal IV	9821E256-62	East Lancs	B42D
233-237	HDK833-37	AEC Regent III	9612E4959-63	East Lancs	H33/26R

Nos. 301-7 renumbered 1-7 in 1956, converted to B44F in 1961.

Withdrawn **1966** (301[1], 303[3], 305[5]), **1967** (302[2], 306[6]), **1968** (234, 236, 237, 304[4], 307[7]), **1969** (233, 235).



1951 AEC Regal IV HDK707 - originally numbered 307 but re-numbered 7 as seen here in 1956. It had an East Lancs 42-seat body and was withdrawn in 1968. (LTHL collection).

**1953**

<b>238-252</b>	<b>JDK738-52</b>	<b>Daimler CVG6</b>	<b>18302-16</b>	<b>Weymann</b>	<b>H33/26R</b>
<b>253-262</b>	<b>KDK653-62</b>	<b>Daimler CVG6</b>	<b>18317-26</b>	<b>Weymann</b>	<b>H33/26R</b>
<b>308-315</b>	<b>JDK708-15</b>	<b>AEC Regal IV</b>	<b>9822E1579-86</b>	<b>Burlingham</b>	<b>B42D</b>

Nos. 253, 258, 260-62 delivered 1/54.

Nos. 308-15 renumbered 8-15 in 1956; converted to B44F in 1961.

Withdrawn **1956** (313-5[3-5]), **1957** (311[11]), **1967** (310[10]), **1968** (308[8], 309[9], 312[12]).

Nos. 238-262 to SELNEC 11/69 (re-numbered 6138-6162 respectively).

**1954**

<b>263-267</b>	<b>KDK663-67</b>	<b>Daimler CVG6</b>	<b>18327-31</b>	<b>Weymann</b>	<b>H33/26R</b>
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Nos. 263-267 to SELNEC 11/69 (re-numbered 6163-6167 respectively).

**1956**

<b>268-297</b>	<b>NDK968-97</b>	<b>AEC Regent V</b>	<b>D2RA6G091-120</b>	<b>Weymann</b>	<b>H33/28R</b>
<b>298-307</b>	<b>ODK698-707</b>	<b>AEC Regent V</b>	<b>D2RA6G081-90</b>	<b>Weymann</b>	<b>H33/28R</b>

Nos. 268-307 to SELNEC 11/69 (re-numbered 6168-6207 respectively).





No. 286 (NDK986) was a 1956 AEC Regent V with Gardner 6LW engine, pre-selector gearbox and sporting a Weymann 61-seat body. (John Kaye).

**1957**

**308-318 RDK408-18 AEC Regent V D2RA459-69 Weymann H33/28R**

Nos. 308-318 to SELNEC 11/69 (re-numbered 6208-6218 respectively).

**1958**

**319 TDK319 AEC Regent V D2RA659 Weymann H31/28RD**

No. 319 to SELNEC 11/69 (re-numbered 6219).

**1959**

**320-322 TDK320-22 AEC Regent V D2RA660-2 Weymann H31/28RD**

Nos. 320-322 to SELNEC 11/69 (re-numbered 6220-6222 respectively).

**1961**

**16-20 2116-20DK AEC Reliance 2MU3RA3885-9 Weymann B42D**

Nos. 16-20 to SELNEC 11/69 (re-numbered 6016-6020 respectively).



No. 18 (2118DK) was a 1961 AEC Reliance with Weymann 42-seat dual entrance body. It passed to SELNEC PTE in 1969. (LTHL collection).

**1964**

21	6321DK	AEC Reliance	2MU3RA4821	East Lancs	B42D
22-23	ADK722-23B	AEC Reliance	2MU2RA5415/6	East Lancs	B42D
323-327	6323-27DK	Daimler CRG6LX	60530-4	Weymann	H43/34F

Nos. 21-23, 323-327 to SELNEC 11/69 (re-numbered 6021-6023, 6223-6227 respectively).

**1965**

328-334	EDK128-34C	Daimler CRG6LX	60922-8	Weymann	H43/34F
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Nos. 328-334 to SELNEC 11/69 (re-numbered 6228-6234 respectively).

**1966**

24-29	GDK324-29D	AEC Reliance	6MU2RA6163-8	Willowbrook	B45F
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Nos. 24-29 to SELNEC 11/69 (re-numbered 6024-6029 respectively).

**1968**

30-33	LDK830-33G	Daimler SRG6LW	62797-800	Willowbrook	B45F
335-344	KDK135-44F	Daimler CRG6LX	62212-21	MCW	H43/34F

Nos. 30-33, 335-344 to SELNEC 11/69 (re-numbered 6030-6033, 6235-6244 respectively).



Seen here in Kay Gardens, Bury is Rochdale No. 323 (6323DK) a 1964 Daimler Fleetline CRG6LX with Weymann 77-seat bodywork. (Mike Beamish).

**1969**

**34-37 MDK734-37G AEC Swift MP2R232-33/31/30 Pennine B46F**

Note: Purchased from Daimler vehicles in 1969 was former demonstrator KKV700G (numbered 6038 by SELNEC) a Daimler SRG6LX (62745) with Willowbrook B43D body, however, it was not delivered until 1970 (after the SELNEC take-over) and never operated for Rochdale Corporation. Nos. 34-37 to SELNEC 11/69 (re-numbered 6034-6037 respectively).

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*In producing this booklet reference has been made to the following publications: The Directory of British Tramways (Keith Turner, PSL 1996); The History of Bury Corporation Transport 1903-1969 (T. Fish, unpublished research); PSV Circle Fleet History PC24 (1998).*

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