

Hebble Motor Services Ltd



1924 - 1973

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Cover Illustration: No. 28 (TKM328) was an ex-Maidstone & District AEC Reliance with attractive Harrington 37-seat centre-entrance coachwork that joined the fleet in 1968. (John Kaye).

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The history of Hebble Motor Services (the name is thought to have been derived from the Hebble Brook, a tributary of the River Calder, that rises in the hills above Halifax) can be traced back to 1 December 1924 when brothers Oliver and Charles Holdsworth, well-known Halifax hauliers, began operating motorbuses under the 'Hebble' fleetname.

The two brothers had already had some experience in motorbus operations in the Harrogate area, forming the Bilton Motor Company, which had sold out to the Harrogate Road Car Company (the predecessor of the West Yorkshire Road Car Company) earlier in 1924. The Holdsworths were initially refused licences to operate between Sowerby Bridge and Elland, Halifax and Huddersfield, and on a local service along Queens Road in Halifax. As a result they introduced services between Halifax and Brighouse via Southowram, and Halifax and Bingley via Denholme, without the requisite licences, starting a feud with Halifax Corporation that was to last some time.

The services ran from a piece of land the brothers had purchased in Commercial Street in the centre of Halifax opposite the Victoria Hall, where they picked up outward-bound passengers. Not unsurprisingly Halifax Corporation instigated legal proceedings against the Company for running without the proper licences. On the 31 December 1924 the case was heard in the magistrates court where the Company was fined, but an appeal was allowed and in the meantime the service continued.

Another service commenced on 26 January 1925 serving Greetland, again without the proper licences, and in February 1925, Hebble introduced another illegal service between Halifax and Huddersfield via Elland. On the 13 February the Company once again appeared before the magistrates on charges of operating unlicensed services and once again were fined.

Just under a week later Mytholmroyd UDC granted Hebble operating licences, and, at an enquiry held by the Ministry of Transport on the 17 March into the appeal against the refusal of operating licences, it was recommended that Halifax Corporation should grant licences for certain routes. These routes were from Halifax to Barkisland, via Salterhebble, Greetland and Wall Nook; Halifax to Bingley via Ovenden Cross and Causeway Foot, and from Halifax to Brighouse, via Southowram, which should be subject to a protective fares clause to discourage short journeys along Halifax tram routes. It was also recommended that a licence should be issued for the route from Halifax to Huddersfield, via Elland provided that Hebble's fares were such that they discouraged travel between any points on the route that were covered by the Halifax tram service, and furthermore in the event of Halifax and Huddersfield Corporations commencing an omnibus service along the route, the terms and conditions imposed on Hebble should not be more restrictive than the conditions under which both Corporations would operate. Halifax and Huddersfield Corporations were obliged to issue licences for the Hebble services, but also instigated a through service between the two towns on 22 August 1925 in

competition with Hebble, although the timetable was arranged so that Hebble journeys were not duplicated.

Hebble's policy of disregarding the licensing law seemed to have paid off, and it was a policy they continued to operate. In December 1925, they again introduced an illegal service, this time between Halifax and the Travellers Rest near Midgley, via Luddenden Foot, but good fortune was about to come Hebble's way.

The General Strike, which commenced on the 5 May 1926, was supported by union labour, but, since Hebble employed non-union labour, their services were unaffected and ran as normal. The Company also took the opportunity to introduce further services to Manchester, Leeds and Bradford, the last two of which were retained after the end of the strike. The Bradford route became particularly profitable since there was no through tram service due to differences in gauges between the systems.

By now the fleet totalled around 30 vehicles, with maintenance and repairs being carried out at the Holdsworth's haulage depot, which became a little overcrowded at times. However, Hebble continued to introduce new services including a circuitous route from Mountain to Harecroft, via Queensbury. Finally, in 1927, premises were acquired in Walnut Street, Halifax and the bus fleet was re-located there.

On the 7 March 1927 the Company introduced a service between Halifax and Heptonstall, via Hebden Bridge. Owing to a steep gradient the service operated via Cross Lane, Whitehall Nook and Slack Bottom to the centre of Heptonstall village, but came back directly. As a result a different fare was charged for the inward journey than for the outward journey!

Despite having to grant licences for certain of Hebble's routes, Halifax Corporation remained intransigent. On the 4 August 1927 the Corporation commenced a service to Luddenden Foot in competition with Hebble's unlicensed service. Hebble responded by extending its service to Midgley Post Office. The Company was backed in its fight by several of the local authorities that had benefited from the service, most prominently by Luddenden UDC who set up a conference to discuss the attitude of Halifax Corporation in denying Hebble the proper licences. A boycott of Halifax Corporation buses was proposed until they agreed to licence the Hebble service.

The business of Hugh Brigg of Wilsden was acquired on 26 May 1928, bringing with it routes from Bradford to Bingley, and from Bingley to Duckworth Lane, and an assortment of vehicles.

On the 6 June 1928, Halifax Corporation agreed to the joint running of buses with Hebble between Halifax and Hebden Bridge. On the 27 June

licences were granted enabling Hebble to operate between Halifax, Blackshaw Head and Widdop Gate.

In November, the London, Midland and Scottish, and the London & North Eastern railway companies started negotiations with a view to purchasing the Hebble company. The Railway Road Transport Act of 1928 had given the railway companies powers to operate motorbuses and they had adopted a strategy of purchasing shares in existing companies rather than engage in needless competition.

On the 3 January 1929, Hebble took over the operations of the Calder Bus Company on the Halifax to Wyke, and the Bradford to Hipperholme services, after Bradford Corporation, who had purchased the Company, discovered they did not have the necessary operating powers.

Negotiations with the LMS and LNER companies were completed on 2 May 1929, and Hebble Bus Services was acquired, the agreement being backdated to 1 January 1929. By this time the Hebble fleet numbered 86 vehicles and the Company operated 28 routes. At the same time the railway companies had also formed the Halifax Joint Omnibus Committee with Halifax Corporation and the Hebble routes from Halifax to Huddersfield, via Elland; to Barkisland; to Beech Road and Midgley; to Southowram and Brighouse; to Hullen Edge, and to Heptonstall were transferred to the Halifax JOC for their sole operation. As a result 13 vehicles from the Hebble fleet were

also transferred to the JOC fleet to operate the services. In subsequent years, Hebble had to pay a percentage of all receipts taken in the JOC area over to that authority.

In July 1930 the company became Hebble Motor Services Limited and on 22 February 1932 the British Electric Traction Company acquired a 50% share in the Company.

The fleet strength declined in the early 1930's because of the LMS and LNER's involvement with the Halifax JOC and transfer of vehicles and services, but in 1933 Hebble took over operation of the LMS service between Halifax and Rochdale. The Company commenced pool operations along with Ribblesdale, West Yorkshire, Yorkshire Traction and Yorkshire Woollen District on express services to Blackpool from West Yorkshire, and in August 1935 the Halifax to Rochdale and Halifax to Burnley services were linked with the Halifax to Leeds service to provide a through service. All this meant that the latter part of the 1930's was a time of expansion for Hebble, with passenger numbers up by more than 50% and mileage on excursion and contract work up by 80%. The fleet was expanded accordingly and the Company looked to Albion Motors for their new single-deck vehicles, whilst Leyland provided the double-deckers.

Wartime brought Guy Arabes into the fleet, but following the cessation of hostilities postwar deliveries were of AEC manufacture, a policy that was

later extended under the BET influence, but not before a number of underfloor-engined Royal Tigers were purchased in the early fifties.

Hebble Motor Services was operating the following stage carriage routes by 1950;

- 2 Halifax to Bingley, via Denholme
- 7 Halifax to Bradford, via Shelf
- 11 Raggalds Inn to Duckworth Lane, via Queensbury and Clayton
- 12 Bradford to Huddersfield, via Bailiff Bridge and Brighouse
- 15 Leeds to Burnley, via Halifax
- 17 Halifax to Bradford via Queensbury
- 18 Bingley to Duckworth Lane, via Lee Lane
- 19 Bradford to Bingley, via Wilsden
- 25 Halifax to Wyke, via Hipperholme
- 26 Hipperholme to Bradford, via Wibsey
- 27 Todmorden to Scarborough, via Halifax
- 28 Rochdale to Leeds, via Halifax
- 29 Halifax to Bradford, via Shelf and Wibsey

In addition Hebble worked its own service to Blackpool (summer only) and also operated on the Blackpool Pool Services.

Throughout the postwar years the tours and excursions side of the business was expanded with the acquisition of Brearley's Tours in 1954, Ripponden & District in 1957 and Walton & Halliwell (who were partly owned by O. & C. Holdsworth, the founders of Hebble, who had re-entered the coaching business) in 1958, although the stage carriage and express network remained fairly static, apart from minor changes in routes and frequency until the late 1960's when upheavals in the transport industry heralded the demise of Hebble.

In 1969, the newly formed National Bus Company which had acquired the former BET interests, re-structured the bus companies in West Yorkshire, creating the West Riding group of companies (Hebble, West Riding and Yorkshire Woollen District) controlled from the West Riding office in Wakefield. Hebble took over operation of the Yorkshire Woollen District service from Halifax to Leeds, via Cleckheaton on 1 September 1969, together with a number of vehicles, and on 1 November the Halifax to Bingley service was merged with the Woollen District service from Ossett to Keighley. Introduced in 1969 was the White Rose Expressway, in which Hebble participated, which linked Sheffield, Rotherham, Leeds and Bradford via the M1 motorway. On the 2 May 1970 Hebble took over Yorkshire Woollen District's share of the X12 express service from Bradford to Manchester, followed on 1 June 1970 by the acquisition of the remainder of Yorkshire Woollen District's express services. All of which meant that

the Hebble fleet had almost doubled in size to 136 vehicles in little more than four years!

In March 1970, however, the trend was reversed, when all the services Hebble had taken over from Yorkshire Woollen District reverted back to that Company, and continued in May 1970 when Hebble's Bradford to Bingley; Bingley to Duckworth Lane, and Bradford to Huddersfield services all passed to the West Yorkshire Road Car Company.

The coaching interests of Yorkshire Woollen District were transferred to Hebble Motor Services, together with the Frost Hill, Liversedge garage, which subsequently became a coach only depot, on 1 June 1970.

On the 16 December 1970 the members of the Halifax JOC recommended the merger of Hebble's stage carriage services with those of the JOC, with the first services (Halifax to Leeds, via Dudley Hill; Halifax to Cleckheaton; and to Burnley and Rochdale) being transferred on the 21 February 1971. On the 1 March joint working between the municipal authorities was introduced replacing many of the Hebble services, and over the next few months the remaining Hebble services were gradually dismembered and Hebble effectively became the coaching arm of the West Riding Group.

Control of the Hebble Company passed from the West Riding Group to the Central Activities Group (CAG) of the National Bus Company on 1 April 1973. The CAG were attempting to co-ordinate the coaching interests of the NBC in Yorkshire and, on 1 January 1974, the Company was merged with Sheffield United Tours to form National Travel (North-East) and the Hebble name passed into transport history, although it was still to be seen on the side of coaches for a short while until it began to be replaced by the North East fleetname late in 1975.

Bus Fleet List 1924-1973

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

1924

| | | | | | |
|-----|-----------|-------------|----------|---------|------|
| 1? | CP3390 | Daimler | 4087 | ?? | Ch19 |
| 2 | CP3736 | Leyland A13 | 35167 | Leyland | B26F |
| 3-4 | CP3750-51 | Leyland SG9 | 13188/84 | Leyland | B38F |

Withdrawn 1925 (1-2), 1929 (3-4).

1925

| | | | | | |
|---|--------|-------------|-------|---------|------|
| 1 | CX6882 | Leyland A13 | 35166 | Leyland | B26F |
| 5 | CP3804 | Leyland SG9 | 13186 | Leyland | B38D |
| 6 | CP3795 | Leyland SG9 | 13200 | Leyland | B38D |
| 7 | CP3843 | Leyland A13 | 35297 | Leyland | B26F |
| 8 | CP4013 | Leyland A13 | 35298 | Leyland | B26F |
| - | CP4101 | Dodge | ?? | ?? | Ch?? |
| - | CP4120 | Lancia | 2820 | ?? | Ch20 |
| - | CP4278 | Leyland A9 | 35713 | ?? | C22? |

No. 1 ordered by O&C Holdsworth but diverted to Hanson, Huddersfield (No. 9); returned 11/25.

CP4278 numbered 74 in ?/29 and re-numbered 70 in 5/29.

Withdrawn **unknown** (CP4101, CP4120), **1927** (7-8), **1928** (1), **by 1930** (5-6, CP4278[70]).

1926

| | | | | | |
|-------|-----------|---------------|---------|----------|------|
| 9 | CP4691 | Albion PK26 | 5006K | Knappe | B26F |
| 10 | B5973 | Leyland Sub A | ?? | ?? | Ch28 |
| 11-12 | CP4692-93 | Albion PK26 | 5008K/J | Knappe | B26F |
| 13 | CP4898 | Albion PJ26 | 5013I | Ramsden | B25F |
| 14 | CP4897 | Albion PK26 | 5012E | Massey | B26F |
| 15 | CP4899 | Albion PK26 | 5012F | Fielding | B26F |
| 16 | CP4960 | Albion PK26 | 5013E | Massey? | B25F |
| 17 | CP4900 | Albion PJ26 | 5015A | Massey | B26F |
| - | EK3662 | Leyland RAF | ?? | ?? | ?? |

No. 10 ex-Parsons, Chorley (No. 5; new 1916).

No. 12 was re-registered in 10/26 to CP5295; original registration issued in error as already in use.

No. 13 fitted with new United C20F body in 6/31 and re-numbered 40.

Fielding was Fielding & Bottomley, Halifax.

EK3662 from unknown source.

Withdrawn **1926** (EK3662), **1927** (10), **1929** (11-12), **by 1932** (9, 14-15), **by 1933** (17), **by 1934** (16), **1938** (13[40]).

1927

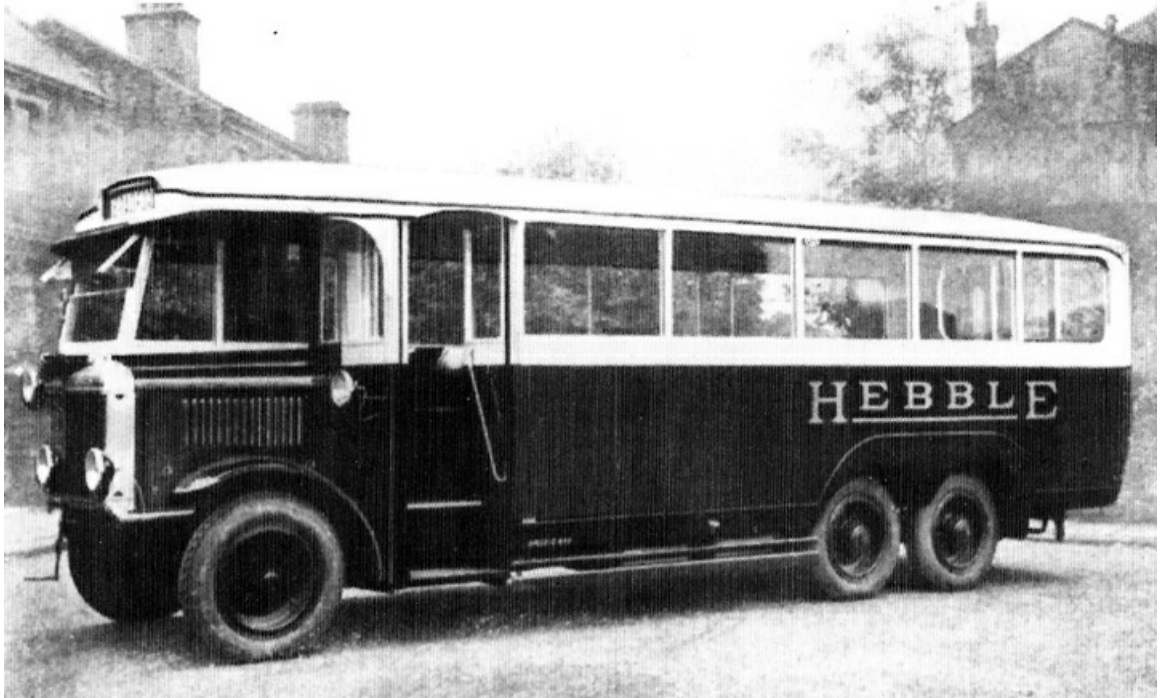
| | | | | | |
|-------|-----------|-------------|---------|-------------------|------|
| 18 | CP4690 | Albion PM28 | 7001L | Northern Counties | B32F |
| 19 | CP5481 | Albion PM28 | 7002E | Fielding | B32F |
| 20 | CP5534 | Albion PM28 | 7002C | ?? | B32F |
| 21 | CP5610 | Karrier KL | 5706 | Karrier | B37D |
| 22 | GD4265 | Albion PK26 | 5010C | Roe | B29R |
| 23 | CP5695 | Albion PM28 | 7008D | Massey | B32F |
| 24 | CP5696 | Albion PM28 | 7008J | Fielding | B32F |
| 25 | CP5970 | Albion PM28 | 7013B | ?? | B32F |
| 26 | CP5876 | Albion PM28 | 7016H | ?? | B32F |
| 27 | CP5875 | Albion PM28 | 7013C | ?? | B32F |
| 28 | CP5971 | Albion PM28 | 7016I | Massey? | B32F |
| 29-30 | CP5968-69 | Albion PM28 | 7016G/J | Massey | B32F |
| 32 | CP6096 | Karrier CL6 | 38022 | Davidson | B32F |
| - | CP5694 | Albion PK26 | 5020L | ?? | C26F |
| - | CP6034 | Karrier ZX | 32047 | ?? | C19? |

No. 22 ex-Albion demonstrator (new 1926).

CP5694 numbered 73 in 1929.

CP6034 numbered 72 in 1929.

Withdrawn **1929** (21, 25, 29-30, 32), **1930** (CP6034[72]), **by 1932** (18-20, 22-24, 26-28, CP5694[73]).



No. 32 (CP6096) was a 1927 Karrier CL6 with Davidson B32F bodywork. It remained in the fleet for just two years before passing to Halifax JOC in November 1929. (Bus Archive).

1928

| | | | | | |
|-------|-----------|-----------------|---------------|----------|-------|
| 1 | WW355 | Dennis E | 17134 | ?? | B32F |
| 2 | NM8054 | Commer 3P | 10106 | ?? | B29? |
| 7 | WU6374 | Gottfriedson 40 | 40171 | ?? | C20? |
| 8 | WW6105 | Leyland PLSC1 | 46296 | Leyland | B31F |
| 10 | WU8425 | Dennis 2½-ton | 45440 | ?? | B25? |
| 31 | CP6241 | Albion PM28 | 7022J | ?? | B32F |
| 33-34 | CP6239-40 | Albion PM28 | 7021I/K | ?? | B32F |
| 35-37 | CP6242-44 | Albion PM28 | 7022H/J/I | Massey | B32F |
| 38-39 | CP6760-61 | Albion PM28 | 7029A/B | Massey | B32F |
| 40-42 | CP6762-64 | Albion PM28 | 7029C/34A/36A | ?? | B32F |
| 43-45 | CP6765-67 | Albion PM28 | 7037E/36B/35A | ?? | B32F |
| 46 | CP6768 | Albion PM28 | 7037D | ?? | B32F |
| 47 | CP6864 | Albion PM28 | 7035B | Massey | B32F |
| 48 | CP6784 | Leyland PLSC3 | 47318 | ?? | B32F |
| 49 | CP6951 | Leyland PLSC3 | 47151 | Leyland | B32F |
| 50 | CP6546 | Albion PM28 | 7023J | ?? | C32F |
| 51-52 | CP6701-02 | Albion PM28 | 7023B/28E | Ramsden | DP32F |
| 53 | CP6700 | Albion PM28 | 7028D | Ramsden | DP32F |
| 54 | CP6865 | Albion PM28 | 7037F | Ramsden | FC32F |
| 55-56 | CP6967-68 | Albion PM28 | 7037H/38K | Fielding | B32F |
| 57 | KU9303 | Leyland PLSC1 | 45217 | Leyland | B31F |

1928 (continued)

| | | | | | |
|---|---------------|----------------------|--------------|----------------|-------------|
| - | EH4632 | Leyland A9 | 19563 | Leyland | B20F |
| - | BT8945 | Dennis 2½ ton | 45157 | ?? | B26? |
| - | WU6728 | Dennis | ?? | Spicer | B14? |

Nos. 1-2, 7-8, 10, 57, EH4632, BT8945, WU6728 ex-Brigg & Sons, Wilsden (new 1927, 1926, 1926, 1928, 1926, 1926, 1923, 1925, 1926 respectively; EH4632, BT8945, WU6728 licensed to Hebble but not operated).

No. 31 re-bodied by ECOC to B30F in 4/32.

Nos. 50, 54 re-bodied by ECOC to B30R in 1933 and re-numbered 91-92 respectively.

Withdrawn **1928** (EH4632, BT8945, WU6728), **1929** (41, 44-45), **by 1931** (7, 10), **by 1932** (1, 34-36), **by 1933** (2, 33, 37, 39, 47, 51-53, 56-57), **by 1934** (38, 46, 55), **by 1935** (8, 48-49), **by 1937** (31, 42-43, 54[92]), **1938** (40), **1939** (50[91]).

1929

| | | | | | | |
|-------|-----------|---------|-------|---------------|-----------|----------|
| 58 | WW4286 | Leyland | PLSC3 | 46443 | Leyland | B35F |
| 59 | WU8472 | Leyland | LSC1 | 45213 | Leyland | B31F |
| 60 | WW2273 | Leyland | PLSC1 | 45774 | Leyland | B31F |
| 61 | WW3866 | Leyland | PLSC3 | 46220 | Leyland | B35R |
| 62 | WW3621 | Leyland | PLSC1 | 45988 | Leyland | B31F |
| 63 | WW4047 | Leyland | PLSC3 | 46334 | Leyland | B35F |
| 64 | WW3293 | Leyland | PLSC1 | 45915 | Leyland | B31F |
| 65 | WU9637 | Leyland | PLSC1 | 45492 | Leyland | B31F |
| 66* | WR4375 | Leyland | A | 11211 | ?? | B26F |
| 67* | WW1095 | BAT | | 7291 | ?? | B26F |
| 68* | CP1707 | Leyland | N | ?? | Leyland | B32R |
| 69* | ED3276 | Leyland | A7 | 19880 | ?? | B24F |
| 66-69 | CP7573-76 | Leyland | TD1 | 70316-19 | Leyland | L27/24R0 |
| 70* | WU6997 | Leyland | A13 | 35876 | Ramsden | B26F |
| 71 | WU6453 | Leyland | C9 | 35815 | Fielding? | C24? |
| 74-75 | CP7577-78 | Albion | PM28 | 7050C/B | Ramsden | FC32F |
| 76-78 | CP7708-10 | Albion | PM28 | 7053A/E/B | Massey | B31F |
| 79-81 | CP7711-13 | Albion | PM28 | 7052D/53F/54D | ?? | B32F |
| 82-83 | CP7714-15 | Albion | PM28 | 7052C/54E | ?? | B32F |

1929 (continued)

Nos. 58-65, 66*-70*, 71 ex-Calder Bus Service, Bailiff Bridge (Nos. ?, 6, ?, 22, 21, 23, 20, 7, ?, 14, ?, ?, ?, ? respectively; new 1928, 1926, 1927, 1927, 1927, 1927, 1927, 1927, 1921, 1927, 1920, 1924, 1926, 1926 respectively); Nos. 66*-70* acquired as de-licensed vehicles and provisionally numbered 66-70 but did not operate in service and never received their allotted numbers.

Nos. 74-75 re-bodied by ECOC to B30F in 1934 and re-numbered 113 and 120 respectively.

Withdrawn **1929** (66*-70*), **by 1931** (71), **by 1933** (59, 60, 65), **by 1934** (58, 62, 64, 81-82) **by 1935** (61, 63), **1936** (76-80, 83), **1937** (66-69), **by 1939** (74[113]), **by 1946** (75[120]).



1929 Albion PM28 originally No. 74 (CP7577) but seen here after re-bodying by ECOC in 1934 when it was re-numbered 113. (Bus Archive).

1930

| | | | | | |
|-----------|---------------|--------------------|--------------|----------------|-------------|
| 41 | UR3765 | Leyland TS2 | 60394 | United | C26F |
| 44 | UR3764 | Leyland TS2 | 60395 | Cravens | C26F |
| 45 | UR3763 | Leyland TS2 | 60204 | Cravens | C26F |

Nos. 41, 44-45 ex-LMS Railway (Nos. 25F-27F; new 1929); Nos. 41, 44 re-bodied by Northern Counties to C28R in 1934 and re-numbered 119, 118 respectively; No. 45 re-bodied by Duple to C30F in 1937 and re-numbered 138.

Withdrawn **1947** (45[138]), **1949** (41[119], 44[118]).

1931

| | | | | | |
|------------|------------------|--------------------|-----------------|----------------|-------------|
| 3-6 | CP9358-61 | Leyland LT3 | 51667-70 | Leyland | B32F |
|------------|------------------|--------------------|-----------------|----------------|-------------|

Withdrawn **1932** (3-6).

1932

| | | | | | |
|-------|-----------|-------------|------------|---------|------|
| 3-4 | CP9827-28 | Albion PW65 | 16010L/11L | Brush | B32F |
| 5-6 | CP9829-30 | Albion PW65 | 16014F/G | Brush | B32F |
| 84-86 | CP9831-33 | Albion PW65 | 16011D/K/J | Brush | B32F |
| 87-89 | CP9834-36 | Albion PW65 | 16012A/B/C | Brush | B32F |
| 90 | CP9837 | Albion PH49 | 15002J | Weymann | B20F |

Withdrawn **1939** (85, 90), **1940** (89), **1945** (3-4, 6, 86, 88), **1946** (5, 84, 87).

1933

| | | | | | |
|--------|----------|-------------|------------|------------------|------|
| 93-95 | JX500-02 | Albion PH49 | 15004G/H/I | ECOC | B20F |
| 96-98 | JX503-05 | Albion PW65 | 16026D/E/F | Brush | B32F |
| 99-100 | JX506-07 | Albion PV70 | 11507J/K | English Electric | C28R |

Withdrawn **by 1936** (94), **1939** (93, 95, 97), **1945** (96, 98), **1949** (99-100).



No. 86 (CP9833) was a 1932 Albion PW65 with Brush 32-seat bus bodywork, withdrawn in 1945. (Bus Archive).

1934

| | | | | | |
|----------------|------------------|----------------------|-----------------|--------------------------|-------------|
| 101 | JX1398 | Albion PV70 | 11509G | Northern Counties | C28R |
| 102 | JX1399 | Albion PW67 | 16201H | Brush | B32F |
| 103-106 | JX1400-03 | Albion PW67 | 16201I-L | Brush | B32F |
| 107-110 | JX1404-07 | Albion PW67 | 16202A-D | Brush | B32F |
| 114 | TE2930 | Albion PKA26 | 5080D | ?? | C26? |
| 115 | TE2931 | Albion PKA26 | 5080H | ?? | C26? |
| 116 | HG1281 | Bedford WLB | 108465 | ?? | C20? |
| 117 | HG2063 | Dennis Lancet | 170412 | Duple | C32R |

Nos. 114-117 ex-Edwards & Co Ltd, Burnley (new 1929, 1929, 1932, 1933 respectively).

Withdrawn by 1934 (114-115), 1936 (116), 1940 (105, 107, 110), 1944 (111), 1945 (112), by 1946 (102-104, 106, 108-109) by 1949 (101).



Hebble No. 110 (JX1407), a 1934 Albion PW67 with Brush 32-seat front entrance bus bodywork. (Bus Archive).

1935

| | | | | | |
|----------------|------------------|--------------------|-----------------|--------------------------|----------------|
| 121-126 | JX2534-39 | Leyland TD4 | 6487-92 | Northern Counties | L27/24R |
| 127-128 | JX2540-41 | Albion PW67 | 16207G/H | Roe | B32F |
| 129 | FV1057 | Leyland TS2 | 60905 | ?? | C30? |

No. 121 re-bodied by Northern Counties to L27/24R in 1945.

No. 122 re-bodied by Willowbrook to L27/24R in 7/44.

Nos. 123-124 re-bodied by Northern Coachbuilders to L27/26R in 1945 (123) or 1946 (124).

No. 125 re-bodied by Willowbrook to L27/24R c.1943/44.

No. 126 re-bodied by Willowbrook to L27/24R in 3/43.

No. 129 ex-Pride of the Road, Blackpool (new 1930); re-bodied by Burlingham to C31C in 4/36 and re-numbered 137.

Withdrawn **by 1946** (127-128), **1947** (129[137]), **1949** (121-126).

1936

| | | | | | |
|---------|-----------|-------------|----------|------------|---------|
| 130-132 | JX3591-93 | Albion PW69 | 16411A-C | Roe | B32F |
| 133-134 | JX3594-95 | Leyland TD4 | 9807-08 | Burlingham | L27/24R |
| 135-136 | JX3596-97 | Albion PV71 | 11604F/G | Burlingham | C31F |

Nos. 133-134 re-bodied by Northern Coachbuilders to L27/26R in 1944.
 Withdrawn **by 1946** (130-132), **1949** (133-136).

1937

| | | | | | |
|---------|-----------|--------------|--------------|-------|---------|
| 139-140 | JX4712-13 | Albion PK115 | 25012J/K | Duple | C26F |
| 141-144 | JX4714-17 | Albion PW141 | 44007C/D/H/I | Roe | B35F |
| 145-146 | JX4718-19 | Albion PW141 | 44008A/B | Roe | B35F |
| 150-153 | JX5728-31 | Leyland TD5 | 15990-93 | Roe | L27/26R |

Withdrawn **1947** (141-146), **1949** (150-153), **1950** (139-140).



No. 130 (JX3591) was an Albion PW69 with Roe B32F bodywork. It had been withdrawn by 1946. (Bus Archive).

1938

| | | | | | |
|---------|-----------|--------------|--------------|-------|------|
| 147-149 | JX5785-87 | Albion PW141 | 44012L/13A/B | ECW | B35F |
| 154 | JX6251 | Albion PK115 | 25017G | Duple | C26F |
| 155 | JX6535 | Leyland TS8 | 17955 | Duple | C32C |

Withdrawn 1947 (147-149), 1952 (154-155).

1939

| | | | | | |
|---------|-----------|-------------|----------|-----|------|
| 156-158 | JX6889-91 | Albion CX11 | 58006B-D | Roe | B32F |
| 159-160 | JX7327-28 | Albion CX9 | 58013A/B | Roe | B32F |

Withdrawn 1950 (156-160).

1940

| | | | | | |
|---------|-------------|-------------|--------------|-----|---------|
| 161-162 | JX7991-92 | Leyland TD5 | 304329-30 | ECW | L27/26R |
| 163-170 | JX7993-8000 | Albion CX11 | 58020A-F/H/J | ECW | B35F |

Withdrawn 1949 (165-170), 1950 (163-164), 1952 (161-162).



No. 161 (JX7991) was a 1940 Leyland TD5 with Eastern Coach Works L27/26R bodywork. (Bus Archive).

1942

171-172 JX8361-62 Leyland TD7 307842-43 Roe L27/26R

Withdrawn **1953** (171-172).

1944

173-174 JX8456-57 Guy Arab II FD26538/42 Strachans L27/28R

175-176 JX8471-72 Guy Arab II FD26728/57 Roe L27/28R

Nos. 173-174 re-bodied by Roe to L27/26R in 3/49.

Withdrawn **1952** (173-176).

1946

179-190 JX9104-15 AEC Regal 06624933-44 Weymann B35R

Withdrawn **1955** (179-83, 185), **1956** (184, 186-190).

1947

| | | | | | |
|------|-----------|-------------|-------------|------------|------|
| 1-2 | GRR311-12 | Leyland PS1 | 461157/61 | Weymann | B35R |
| 6 | JX9734 | Leyland PS1 | 462740 | Burlingham | C31C |
| 7 | JX9735 | Leyland PS1 | 462771 | Duple | C30F |
| 8-22 | JX9819-33 | AEC Regal | 06625447-60 | Roe | B32F |

Nos. 1-2 ex-East Midland MS (Nos. H1-2, new 1947); re-numbered 101-102 in 6/57.

No. 6 fitted from new with 1936 Burlingham C31C body ex-137[FV1057]; re-bodied by Windover to FC33F in 3/52; re-numbered 14 in 6/57.

No. 7 fitted from new with 1937 Duple C30F body ex-138[UR3763]; re-bodied by Windover to FC33F in 3/52; re-numbered 15 in 6/57.

Nos. 8-22 re-numbered 108-122 in 6/57.

Withdrawn **1957** (9-11[109-111], 13[113], 19[119]), **1958** (1-2[101-102], 12[112], 14-16[114-116], 20[120]), **1959** (6-7[14-15], 8, [108], 17-18[117-118], 21-22[121-122]).



Hebble No. 1 (GRR311) was a 1947 Leyland PS1 with Weymann 35-seat rear-entrance bodywork ex-East Midland Motor Services (No. H1). It was re-numbered 101 in 1957 and withdrawn in 1959. (John Kaye).



No. 14 (JX9734) was a 1947 Leyland PS1, originally fitted with second-hand body when new but re-bodied with this Windover FC33F body in 1952. (LTHL collection).

1948

| | | | | | |
|-------|-----------|----------------|--------------|----------|---------|
| 3-5 | JX9816-18 | Leyland PS1/1 | 472066/71/73 | Windover | C31F |
| 23-25 | ACP723-25 | Leyland PS1 | 470405-07 | Weymann | B32R |
| 26-30 | AJX241-45 | AEC Regent III | 9612E2456-60 | Roe | L27/26R |

Nos. 3-5 re-numbered 11-13 in 6/57.

Nos. 23-25 re-numbered 123-125 in 6/57.

Nos. 26-30 re-numbered 226-229 in 6/57.

Withdrawn **1958** (23-25[123-125]), **1959** (3-5[11-13], 26-29[226-229]), **1960** (30[230]).

1949

| | | | | | |
|-------|-----------|----------------|--------------|-----|---------|
| 31-33 | AJX281-83 | AEC Regent III | 9612E2461-63 | Roe | L27/26R |
| 34-37 | BCP247-50 | AEC Regent III | 9612E4629-32 | Roe | L27/26R |

Nos. 31-37 re-numbered 231-237 in 1957.

Withdrawn **1960** (31-33[231-233]), **1962** (34-37[234-237]).



No. 13 (JX9818) was a 1948 Leyland PS1 with Windover 33-seat coach body. It was originally No. 5 and was re-numbered in 1957 and withdrawn from service in 1959. (John Kaye).

1950

| | | | | | |
|---------|-----------|----------------|--------------|-------------|---------|
| 38-40 | BCP825-27 | Leyland PS2/3 | 497001/26/25 | Willowbrook | DP33F |
| 41-43 | BCP828-30 | Leyland PS2/3 | 497027/02/03 | Willowbrook | DP33F |
| 44-46 | BJX55-57 | AEC Regent III | 9612E2612-14 | Roe | L27/26R |
| 191-192 | HD6316-17 | Leyland TS7 | 13545-46 | Roe | B32F |
| 193 | HD6603 | Leyland TS8 | 16129 | ECW | B32F |
| 194-195 | HD6606-07 | Leyland TS8 | 16132-33 | ECW | B32F |
| 196-197 | HD6609-10 | Leyland TS8 | 16135-36 | ECW | B32F |
| 198 | HD6611 | Leyland TS8 | 15994 | Roe | B32F |

Nos. 38-43 re-numbered 16-21 in 6/57; re-numbered 181-186 in 6/58; originally in coach livery but re-classified B33F and repainted in bus livery in 10/58; re-numbered 130-135 in 8/60.

Nos. 44-46 re-numbered 244-246 in 6/57.

Nos. 191-198 ex-Yorkshire Woollen District (Nos. 400-401, 404, 407-408, 410-412 respectively, new 1937 [400-401] or 1938).

Withdrawn 1951 (191-198), 1962 (38-43[130-135], 44-46[244-246]).



No. 245 (BJX56), a 1950 AEC Regent III with Roe 53-seat lowbridge bodywork, originally No. 45 it was re-numbered in 1957. It was withdrawn in 1962. (LTHL collection).

1951

| | | | | |
|-----------------|-----------------|-----------|-------------|-------|
| 47-52 BJB675-80 | Leyland PSU1/9 | 502685-90 | Willowbrook | DP43F |
| 53-54 CCP223-24 | Leyland PSU1/15 | 512355-56 | Leyland | C41C |

Nos. 47-52 re-numbered 147-152 in 6/57.

Nos. 53-54 originally in coach livery but re-classified B43F and repainted in bus livery by 7/62; re-numbered 25-26 in 6/57.

Withdrawn **1963** (47-50[147-150]), **1964** (51-52[151-152], 53-54[25-26]).

1952

| | | | | |
|-----------------|-----------------|-----------------|-------------|---------|
| 55-58 CCP225-28 | Leyland PSU1/15 | 512353-54/51-52 | Leyland | C41C |
| 67-70 CJX68-71 | AEC Regent III | 9613A7189-92 | Willowbrook | L27/28R |

Nos. 55-58 re-numbered 27-30 in 6/57.

Nos. 67-70 re-numbered 267-270 in 6/57.

Withdrawn **1963** (58[30]), **1964** (55[27], 67-70[267-270]), **1965** (56-57[28-29]).



1952 Leyland Royal Tiger No. 55 (CCP225) with distinctive Leyland 41-seat centre-entrance bodywork. It became No. 26 in the 1957 re-numbering and was withdrawn in 1964. (LTHL collection).

1953

| | | | | | | |
|--------------|-----------------|----------------|----------------|------------------|----------------|--------------|
| 59-62 | CJX60-63 | Leyland | PSU1/15 | 520693-96 | Weymann | DP44F |
| 63-64 | CJX64-65 | Leyland | PSU1/15 | 520748-49 | Weymann | DP44F |
| 65-66 | CJX66-67 | Leyland | PSU1/15 | 520848-49 | Weymann | DP44F |

Nos. 59-66 re-numbered 159-166 in 6/57; originally in coach livery but re-classified B44F and repainted in bus livery by 5/58.

Withdrawn **1964** (59[159]), **1965** (60-63[160-163]), **1966** (64-66[164-166]).

1954

| | | | | | | |
|--------------|------------------|----------------|----------------|------------------|---------------------------|-------------|
| 71-72 | ECP205-06 | Leyland | PSU1/15 | 540619-20 | Bellhouse-Hartwell | C37C |
| 73 | ECP499 | Leyland | PSU1/15 | 540644 | Bellhouse-Hartwell | C37C |
| 74 | ECP500 | Leyland | PSU1/15 | 540645 | Bellhouse-Hartwell | C37C |

Nos. 71-74 re-numbered 33-36 in 6/57.

Withdrawn **1966** (71-74[33-36]).



No. 36 (ECP500) was a 1954 Leyland PSU1/15 'Royal Tiger' with Bellhouse-Hartwell C37C coachwork. Originally No. 74 it was re-numbered in June 1957 and withdrawn in 1966. (John Huddleston).

1956

| | | | | | |
|--------------|---------------|---------------------|--------------------|--------------------|----------------|
| 75-76 | GCP4-5 | AEC Regent V | D3RV108-09 | Weymann | L27/28R |
| 77-80 | GCP6-9 | AEC Reliance | MU3RV771-74 | Willowbrook | DP44F |

Nos. 75-76 re-numbered 275-276 in 6/57.

Nos. 77-80 re-numbered 177-180 in 6/57; originally in coach livery but re-classified B44F and repainted in bus livery at unknown date.

Withdrawn **1967** (77-78[177-178]), **1968** (75-76[275-276], 79-80[179-180]).



GCP4 was a 1956 AEC Regent V with Weymann 55-seat lowbridge bodywork. Originally No. 76 it became No. 276 in 1957 and was withdrawn in 1968. (LTHL collection).

1957

| | | | | | |
|-------|-----------|--------------------|----------------|---------|---------|
| 22 | KWU767 | Leyland PSU1/15 | 510165 | ACB | C41C |
| 23 | KWW815 | Leyland PSU1/15 | 511265 | ACB | C41C |
| 24 | KWW980 | Leyland PSU1/15 | 511235 | ACB | C41C |
| 31-32 | LWT147-48 | AEC Regal IV | 9821E1231-32 | Whitson | C41C |
| 37 | NWU660 | Commer Avenger II | 44A5009 | Plaxton | C39F |
| 38-40 | OWU313-15 | Commer Avenger III | T85A0010/32-33 | Plaxton | C35F |
| 41-42 | PWX332-33 | Commer Avenger III | T85A0221/19 | Plaxton | C35F |
| 81-83 | GJX845-47 | AEC Regent V | D3RV375-77 | Weymann | H33/28R |

Nos. 22-24, 31-32, 37, 38-40, 41-42 ex-Ripponden & District (new 1951[22-24], 1952[31-32], 1954[37], 1955[38-40], 1956[41-42] respectively).

Nos. 81-83 re-numbered 301-303 in 6/57; Nos. 82-83 re-numbered 600-601 in 10/70.

Withdrawn **1960** (22-24), **1962** (31-32, 37-40), **1963** (41-42), **1970** (81[301], 82[600]), **1971** (83[601]).



No. 21 (KWU767) was a 1951 Leyland PSUC1/15 with Associated Coachbuilders C41C coachwork that was acquired with the business of Ripponden & District Motors in 1957. (LTHL collection).

1958

| | | | | | |
|---------|-----------|--------------|-------------|---------|---------|
| 16 | ECP166 | Bedford SBG | 28199 | Duple | C36F |
| 17 | FCP205 | Bedford SBG | 35469 | Duple | C36F |
| 18 | OWX987 | Bedford SBG | 34895 | Duple | C36F |
| 19 | RWT553 | Bedford SBG | 44516 | Duple | C41F |
| 20 | GCP328 | Bedford SBG | 44700 | Duple | C41F |
| 21 | SYG561 | Bedford SBG | 50574 | Duple | C41F |
| 304-305 | JCP672-73 | AEC Regent V | 2D3RA456-57 | Weymann | H39/32F |
| - | CCB201 | Bedford OB | 125593 | Plaxton | C29F |
| - | CCP590 | Bedford SB | 4578 | Duple | C33F |
| - | KWY675 | Bedford SB | 5164 | Duple | C33F |
| - | KYG843 | Bedford SB | 8798 | Duple | C33F |
| - | NWW45 | Bedford SBG | 28378 | Duple | C36F |

Nos. 16-21 ex-Walton & Halliwell, Mytholmroyd (new 1954, 1955, 1955, 1956, 1956, 1957 respectively); also acquired but not operated were CCB201, CCP590, KWY675, KYG843, NWW45 (new 1950, 1952, 1952, 1952, 1954 respectively).

No. 304 re-numbered 306 in c. 8/58.

Withdrawn **1962** (16-17), **1963** (18-19), **1965** (20-21), **1970** (304[306], 305).



No. 18 (OWX987) was a 1955 Bedford SBG, with Duple 36-seat bodywork that came with the business of Walton & Halliwell in 1958. It was withdrawn in 1963. (LTHL collection).

1959

| | | | | | |
|----------------|------------------|---------------------|-----------------------|--------------------|----------------|
| 43-44 | KJX751-52 | AEC Reliance | 2MU3RV2474-75 | Plaxton | C41F |
| 187-188 | KCP889-90 | AEC Reliance | 2MU3RV2209-10 | Willowbrook | DP43F |
| 189-191 | KJX753-55 | AEC Reliance | 2MU3RV2199-201 | Willowbrook | DP43F |
| 307-308 | LJX198-99 | AEC Regent V | 2D3RA727-28 | Weymann | H39/32F |
| 309-310 | LJX200-01 | AEC Regent V | 2D3RA729-30 | Weymann | H39/32F |

Nos. 43-44 re-numbered 10-11 c. 4/62; re-numbered 510-511 in 10/70.

Nos. 187-191 re-numbered 651-655 in 10/70; Nos. 187-188 re-classified as B43F by 7/62; Nos. 189-191 converted for one-man operation in 1968.

Nos. 309-310 re-numbered 611-612 in 10/70.

Withdrawn **1970** (307-308, 187-189[651-653]), **1971** (43-44[510-511], 190-191[654-655], 309-310[611-612]).

1960

| | | | | | |
|---------|-----------|--------------|---------------|---------------|---------|
| 45-47 | MCP819-21 | AEC Reliance | 2MU3RV2737-39 | Harrington | C41F |
| 311-312 | NCP474-75 | AEC Regent V | 2D3RA919-20 | Metro-Cammell | H39/32F |

Nos. 45-47 re-numbered 12, 14-15 respectively c. 4/62; re-numbered 512, 514-515 respectively in 10/70.

Nos. 311-312 re-numbered 613-614 respectively in 10/70.

Withdrawn **1971** (45[512], 46-47[513-514], 311-312[613-614]).

1961

| | | | | | |
|---------|-----------|--------------|-----------------|------------|------|
| 192-193 | NCP382-83 | AEC Reliance | 2MU3RV2930-31 | Park Royal | B43F |
| 48-50 | OCP87-89 | Ford 570E | 510E61020/16/18 | Duple | C41F |

No. 50 re-numbered 550 in 10/70.

Nos. 192-193 re-numbered 660-661 respectively in 10/70.

Withdrawn **1967** (49), **1970** (48, 50[550]), **1971** (192-193[660-661]).



No. 192 (NCP382), a 1961 AEC Reliance 2MU3RV with Park Royal B43F bodywork. It was re-numbered 660 in 1970 and withdrawn the following year. (Bus Archive).

1962

| | | | | | |
|---------|-----------|--------------|------------------|-------------|---------|
| 16-17 | PCP704-05 | AEC Reliance | 2MU3RV3919-20 | Plaxton | C39F |
| 51-52 | PCP735-36 | Ford 570D | 510E79571/75 | Duple | C41F |
| 100-101 | RCP131-32 | AEC Reliance | 2MU3RA4094-95 | Willowbrook | B53F |
| 194-196 | PCP802-04 | AEC Reliance | 2MU3RV3922/23/21 | Alexander | B43F |
| 277-280 | PCP403-06 | AEC Regent V | MD3RV554-57 | NCME | H38/27F |
| 314 | RCP237 | AEC Regent V | 2D3RA1131 | NCME | H39/32F |

No. 17 re-numbered 517 in 10/70.

No. 51 re-numbered 551 in 10/70.

Nos. 100-101 re-numbered 680-681 in 10/70.

Nos. 194-196 re-numbered 663-665 in 10/70.

Nos. 277-280 re-numbered 615-618 in 10/70.

Withdrawn **1968** (16, 52, 314), **1970** (51[551], 194[663]), **1971** (17[517], 100-101[680-681], 195-196[664-665], 277-280[615-618]).



No. 194 (PCP802), a 1962 AEC Reliance with Alexander 43-seat bodywork. It was re-numbered 663 in 1970 and withdrawn the same year after an accident. (LTHL collection).

1963

| | | | | | |
|---------|-----------|-----------------|-----------|-------------|------|
| 71-72 | RJX871-72 | Leyland PSU3/3R | L00086/85 | Plaxton | C47F |
| 102-105 | SCP562-65 | Leyland PSU3/1R | L00180-83 | Willowbrook | B53F |

Nos. 71-72 re-numbered 571-572 in 10/70; re-numbered 18-19 in 11/71.

Nos. 102-105 re-numbered 682-685 in 10/70.

Withdrawn **1971** (102-105[682-685]), **1973** (71-72[18-19]).

1964

| | | | | | |
|---------|------------|--------------|--------------|-----------|---------|
| 41 | TCP897 | Bedford VAS1 | 1529 | Plaxton | C29F |
| 53 | TCP898 | Ford 570E | L80D425306 | Plaxton | C41F |
| 73-74 | TCP899-900 | AEC Reliance | 2U3RA5133-34 | Alexander | C49F |
| 106-107 | TCP901-02 | AEC Reliance | 2U3RA4785-86 | Marshall | B51F |
| 315-316 | AJX409-10B | AEC Regent V | 2D3RA1527-28 | Weymann | H40/30F |

Nos. 41, 53 re-numbered 541, 553 respectively in 10/70.

Nos. 73-74 re-numbered 573-574 in 10/70; No 574 re-numbered 24 in 11/71.

Nos. 106-107 re-numbered 686-687 in 10/70.

Nos. 315-316 re-numbered 620-621 in 1070.

Withdrawn **1971** (41[541], 53[553], 73[573], 106-107[686-687], 315-316[620-621]), **1972** (74[24]).

1965

| | | | | | |
|---------|------------|--------------|---------------|------------|-------|
| 54 | BJX54C | Ford 570E | L80D439703 | Plaxton | C37F |
| 75 | BJX75C | AEC Reliance | 2U3RA5877 | Plaxton | C47F |
| 131-134 | BJX131-34C | AEC Reliance | 2MU4RA5706-09 | Park Royal | DP39F |

No. 54, 75 re-numbered 554, 575 respectively in 10/70; No. 575 re-numbered 25 in 11/71.

Nos. 131-134 re-numbered 666-669 in 10/70.

Withdrawn **1971** (54[554], 131-134[666-669]), **1972** (75[25]).

1966

| | | | | | |
|-------|-----------|----------------|---------------|-----------|---------|
| 18-19 | DJX18-19D | AEC Reliance | 2MU4RA6143-44 | Duple | C41F |
| 76 | DJX76D | AEC Reliance | 2U3RA6142 | Alexander | C47F |
| 351 | DJX351D | Daimler CRG6LX | 61480 | NCME | H43/31F |

Nos. 18-19 re-numbered 518-519 in 10/70; re-numbered 26-27 in 11/71; to National Travel (North East) Ltd 1/74.

No. 76 re-numbered 576 in 10/70; re-numbered 28 in 11/71; to National Travel (North East) Ltd 1/74.

No. 351 re-numbered 625 in 1970.

Withdrawn **1971** (351[625]).



No. 76 (DJX76D) was a 1966 AEC Reliance with Alexander 47-seat coachwork. It was re-numbered 576 in 1970 and again to 28 in 1971. It passed to National Travel (North East) in January 1974. (LTHL collection).

1967

| | | | | | |
|-----------|----------------|---------------------|------------------|----------------|-------------|
| 20 | FJX171E | AEC Reliance | 6MU3R6731 | Plaxton | C41F |
| 42 | FCP842E | Bedford VAS1 | 7809357 | Plaxton | C25F |
| 77 | FJX172E | AEC Reliance | 6U3ZR6730 | Plaxton | C47F |

No. 20, 42, 77 re-numbered 520, 542, 577 respectively in 10/70; Nos. 520, 577 re-numbered 29-30 respectively in 11/71; to National Travel (North East) Ltd 1/74.

Withdrawn **1971** (42[542]).

1968

| | | | | | |
|-------|------------|--------------|-------------|-------------|-------|
| 21 | HJX147F | AEC Reliance | 6MU3R6992 | Plaxton | C41F |
| 28 | TKM328 | AEC Reliance | MU3RV249 | Harrington | C37C |
| 78 | HJX146F | AEC Reliance | 6U3ZR6991 | Plaxton | C47F |
| 79-80 | HJX979-80F | AEC Reliance | 6UZR6987-88 | Willowbrook | DP49F |
| 81 | 280HLC | AEC Reliance | 2U3RA5315 | Duple | C45F |
| 82-83 | 448-49FXX | AEC Reliance | 4U3RA661-62 | Duple | C49C |
| 85 | 451FXX | AEC Reliance | 4U3RA4664 | Duple | C49C |
| 186 | DHD201 | AEC Reliance | 2MU3RV2163 | Park Royal | B43F |

Nos. 21, 78 re-numbered 521, 578 respectively in 10/70; re-numbered 31, 32 respectively in 11/71; to National Travel (North East) Ltd 1/74.

Nos. 79-80 re-numbered 579-580 in 1970.

No. 28 ex-Maidstone & District (No. C328, new 1954).

No. 81 ex-Red Line Continental Motorways, London (new 1964); re-numbered 581 in 1970.

Nos. 82-84 ex-Samuelson New Transport, London (new 1963).

No. 186 ex-Yorkshire Woollen District (No. 210; new 1959); re-numbered 650 in 10/70.

Withdrawn **1970** (28, 82-83, 85), **1971** (79-80[579-580], 81[581], 186[650]).



No. 82 (448FXX) was a 1963 AEC Reliance that came second-hand from Samuelsons New Transport in 1968. It had a Duple C49C body. (Bus Archive).

1969

| | | | | | |
|---------|------------|----------------|---------------|---------------|---------|
| 1-3 | KJX1-3G | AEC Reliance | 6U2R6845-47 | Alexander | C49F |
| 22-24 | 6307-09WJ | AEC Reliance | 2MU3RA2829-31 | Plaxton | C40F |
| 84 | 450FXX | AEC Reliance | 4U3RA4663 | Duple | C49C |
| 108-109 | KCP808-09G | AEC Reliance | 6MU4R6843-44 | Marshall | B53F |
| 156 | FHD126 | AEC Reliance | 2MU3RV2946 | Park Royal | B43F |
| 159 | GHD759 | AEC Reliance | 2MU3RV3856 | Marshall | B43F |
| 284-290 | DHD184-90 | AEC Regent V | 2LD3RA486-92 | Metro-Cammell | H39/31F |
| 314 | RCP237 | AEC Regent V | 2DR3A1131 | NCME | H39/32F |
| 350 | BHD222C | Daimler CRG6LX | 61456 | Alexander | H41/31F |

Nos. 1-3 re-numbered 501-503 in 10/70.

Nos. 22-24 ex-Sheffield United Tours (Nos. 307-309, new 1960); re-numbered 522-524 in 10/70.

No. 84 ex-Samuelson New Transport, London (new 1963).

Nos. 108-109 re-numbered 688-689 in 10/70.

Nos. 156, 159, 284-290, 314, 350 ex-Yorkshire Woollen District (Nos. 222, 240, 210, 73-79, 132 respectively; new 1960, 1962, 1962, 1959[284-290], 1965 respectively); Nos. 156, 159, 286, 289-290, 314, 350 re-numbered 659, 662, 604, 607-608, 619, 624 respectively in 10/70.

Withdrawn **1970** (82-85, 284-285, 287-288, 289[607]), **1971** (1-3[501-503], 22-24[522-524], 108-109[688-689], 156[659], 159[662], 186[650], 286[604], 290[608], 314[619], 350[624]).



No. 2 (KJX2G) a 1969 AEC Reliance with Alexander 49-seat coachwork. It was re-numbered 502 in 1970 and passed to West Riding Automobile Co. in 1971 as their No. 271. (LTHL collection).

1970

| | | | | | |
|---------|------------|------------------|---------------|------------|---------|
| 160-162 | 5875-77W | Leyland L1 | 600137-38/289 | Burlingham | DP41F |
| 317-318 | 350-51HWE | AEC Regent V | 2D2RA1525-26 | Park Royal | H39/31F |
| 400-401 | DHD235-36E | Leyland PSU4/3R | 700138-39 | Plaxton | C41F |
| 402-405 | DHD237-40E | Leyland PSU3/4R | 702026-29 | Plaxton | C45F |
| 406-408 | EHD521-23F | Leyland PSU3/4R | 800576-77/628 | Alexander | C45F |
| 409-411 | EHD524-26F | Leyland PSU3/4R | 800629/849-50 | Alexander | C45F |
| 412-413 | GHD412-13G | Leyland PSU3A/4R | 900431-32 | Alexander | C45F |
| 414-416 | GHD414-16G | Leyland PSU3A/4R | 900814-16 | Alexander | C45F |
| 417-418 | LJX817-18H | Leyland PSU3A/4R | 7000581-82 | Plaxton | C45F |
| 419-420 | LJX819-20H | Leyland PSU3A/4R | 7000649-50 | Plaxton | C45F |
| 421-422 | LJX821-22H | Leyland PSU3A/4R | 7000755-56 | Plaxton | C47F |
| 424-430 | EHD966-72 | AEC Reliance | 2MU3RV2876-82 | Harrington | C41F |
| 431-434 | EHD973-76 | AEC Reliance | 2MU3RV2912-15 | Harrington | C41F |
| 441-443 | HHD346-48 | Leyland PSU3/3R | 620505/22-23 | Plaxton | C49F |
| 444-446 | JHD828-30 | Leyland PSU3/3R | L00821-23 | Plaxton | C49F |
| 447 | KHD903 | Leyland PSU3/3R | L03986 | Plaxton | C49F |
| 448-450 | KHD904-06 | Leyland PSU3/3R | L20071-73 | Plaxton | C49F |
| 451 | 6303WJ | AEC Reliance | 2MU3RA2825 | Plaxton | C40F |
| 452-453 | 6305-06WJ | AEC Reliance | 2MU3RA2827-28 | Plaxton | C40F |

Nos. 160-162 ex-Sheffield JOC (Nos. 3075-3077, new 1960); re-numbered 656-658 in 10/70.

1970 (continued)

Nos. 317-318 ex-Sheffield JOC (Nos. 3150-3151, new 1964); re-numbered 622-623 in 10/70.

Nos. 400-405 ex-Yorkshire Woollen District (Nos. 400-405, new 1967); re-numbered 40-45 in 11/71; to National Travel (North East) Ltd 1/74.

Nos. 406-411 ex-Yorkshire Woollen District (Nos. 406-411, new 1968); re-numbered 46-51 in 11/71; to National Travel (North East) Ltd 1/74.

Nos. 412-416 ex-Yorkshire Woollen District (Nos. 412-416, new 1969).

Nos. 417-422 re-numbered 52-57 in 11/71; to National Travel (North East) Ltd 1/74.

Nos. 424-434 ex-Yorkshire Woollen District (Nos. 424-434, new 1960); re-numbered 1-11 in 11/71.

Nos. 441-443 ex-Yorkshire Woollen District (Nos. 441-443, new 1962); re-numbered 12-14 in 11/71.

Nos. 444-446 ex-Yorkshire Woollen District (Nos. 444-446, new 1963); re-numbered 15-17 in 11/71.

Nos. 447-450 ex-Yorkshire Woollen District (Nos. 447-450, new 1964); re-numbered 20-23 in 11/71.

Nos. 451-453 ex-Yorkshire Woollen District (Nos. 451-453, new 1960).

Withdrawn **1970** (452), **1971** (160-162[656-658], 317-318[622-623], 412-416, 451, 453), **1972** (424-429[1-6]), **1973** (430-434[7-11], 441-443[12-14], 444-446[15-17], 447-450[20-23]).



No. 422 (LJX822H) was a 1970 Leyland Leopard PSU3A/4R with Plaxton C47F coachwork. It was re-numbered 57 in 1971 and passed to National Travel (North East) in 1974. (Bus Archive).

1971

454-455 JHD376-77J Leyland PSU3B/4R 7100496/651 Plaxton C47F

Nos. 454-455 re-numbered 58-59 in 11/71; to National Travel (North East) Ltd 1/74.

1972

| | | | | | |
|--------------|-------------------|----------------------|---------------------|----------------|-------------|
| 33 | MHL225F | Bedford VAM70 | 7864384 | Plaxton | C45F |
| 34-35 | MHL226-27F | Bedford VAM70 | 7T450074/80 | Plaxton | C45F |
| 36-37 | MHL228-29F | Bedford VAM70 | 7T450154/60 | Plaxton | C45F |
| 38-39 | MHL230-31F | Bedford VAM70 | 7T450167/779 | Plaxton | C45F |

Nos. 33-39 ex-West Riding Automobile Co. (Nos. 33-39, new 1968).
Withdrawn **1972** (33-39).



No. 35 (MHL227F) was a 1968 Bedford VAM70 with Plaxton C45F coachwork that was transferred from the West Riding Automobile Company in 1972. (Bus Archive).

1973

| | | | | | | |
|-------|-------------|---------|----------|-------------|---------|------|
| 60-61 | MHD770-71L | Leyland | PSU3B/4R | 7300045/43 | Plaxton | C47F |
| 62-63 | MHD772-73L | Leyland | PSU3B/4R | 7300072/44 | Plaxton | C47F |
| 64-65 | MHD774-75L | Leyland | PSU3B/4R | 7300070-71 | Plaxton | C47F |
| 66-67 | YWE494-95M | Bedford | YRT | DW450907/53 | Duple | C53F |
| 71-72 | YWE499-500M | Bedford | YRT | DW450972/76 | Duple | C53F |
| 75 | YWE503M | Bedford | YRT | DW451005 | Duple | C53F |

Nos. 60-67, 71-72, 75 to National Travel (North East) Ltd 1/74.

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Series Editor: Peter Gould (secretary.lth1@gmail.com)