

Todmorden Corporation Transport

Todmorden Joint Omnibus Committee



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Cover Illustration: Todmorden JOC No. 17 (GWU14) was a 1948 Leyland PD2/1 with Leyland lowbridge 53-seat bodywork, owned by British Railways. (John Huddlestone).

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Todmorden lies in the heart of the Pennines and until 1888 the county boundary between Lancashire and Yorkshire ran through the town, bisecting the Town Hall. The town is reached via the Calder Valley, which provides the only low-level access between the two counties.

Horse buses were operated in Todmorden by the Todmorden and District Carriage Company in the late 1890's, using a number of double- and single-deck three-horse omnibuses garaged at the Golden Lion Yard.

Although the 1902 Todmorden Corporation Tramways Order authorised the construction of tramways, they were, in the event, not built, ostensibly because of the cost, which was prohibitive for the small town. Private backers failed to come forward and so the Corporation purchased four motorbuses and on 1st January 1907 commenced operations in the area, using a livery of olive green and cream, which remained unaltered throughout the life of the undertaking. The first buses were 4 open-top double-deck buses (one was later modified by having the top section removed to make a single-deck vehicle), a mixture of Critchley-Norris and Leyland manufacture. They were joined later in the year by a similar bodied Ryknield. As was common amongst early motorbus operators, bodies and chassis were often interchanged, and Todmorden was no exception. It was common practice to separate body from chassis during maintenance and not uncommon for body to be reunited with a different chassis on completion. This seems to have happened at Todmorden on at least one occasion when Nos. 10 and 11, Leyland G's of 1919, 'exchanged' chassis sometime before 1921. The re-use of expired registration marks was also not

uncommon and the registration number AP2015 was used on three different chassis between 1906 and 1928.

The three initial services ran from the Town Hall to Cornholme; to Hebden Bridge; and to the 'Waggon and Horses' between Walsden and Summit. These were all former Todmorden and District Carriage Company routes and it seems that the Corporation merely replaced the horse buses with its own motorbuses, with no compensatory payments taking place.

In 1908 a new depot was built at Millwood and later extended. It was still in use when the undertaking was absorbed into the Calderdale JOC in 1971.

The three original routes were not added to until 1923, when two routes serving Burnley were introduced. One travelled via Cornholme and Portsmouth, where a low bridge precluded the use of highbridge double-deckers, and the other travelled via Bacup, which necessitated a climb over the Pennines from 500 to 1300 feet and then a descent of a further 700 feet into Bacup town centre. In 1925 the Hebden Bridge service was extended to Oxenhope (which was further extended in 1927 to serve Keighley) and in 1926 a route to Lumbutts was inaugurated. The final route was introduced in 1928 when a joint limited-stop service into Rochdale with Rochdale Corporation, operating daily in peak hours only, commenced. By 1943, however, this service was reduced to Saturdays only. Although allocated route number 20 by Rochdale Corporation, Todmorden vehicles had no facility for displaying the number, even though it was shown on bus stop signs in the Todmorden area.

In 1929 negotiations with the London, Midland and Scottish Railway Company (LMS), who had gained powers to operate motorbuses under the 1928 Transport Act, took place. Rather than engage in needless competition against the Railway Company (which the small town could ill afford) the Council decided to agree to the formation of a Joint Omnibus Committee with each party holding 50% of the equity. And so on the 1st January 1931 the Todmorden JOC came into existence. The Railway Company purchased half of the fleet and the LMS Railway Company crest began to appear on the JOC buses, beside that of Todmorden Corporation, with the words 'Todmorden Joint Omnibus Committee' encircling them both. Until 1947 each party owned half of the fleet, but, from 1947, individual buses were nominally owned by one or other of the partners.

From the early 1920's the Todmorden fleet had standardised on Leyland vehicles and these became the standard vehicles under the JOC, no other makes being purchased up until the absorption of the Todmorden undertaking into the Calderdale JOC in 1971. Lowbridge vehicles were the norm because of low headroom under the garage roof, although the low bridge at Portsmouth was also a factor in earlier years. A peculiarity of the Todmorden JOC fleet was the use of 'X' prefixes for vehicles nearing withdrawal, intended to denote 'spare' vehicles, although in some instances these 'spare' vehicles lasted up to ten years after receiving the prefix.

In 1947 Todmorden purchased the very first production Leyland Titan PD2/1 (No.11[FWT183]). By the early fifties the Todmorden undertaking was carrying in excess of 10 million passengers annually and was running over 1¼ million miles. From

this peak, passenger numbers slowly declined and, by the end of the sixties, Todmorden was carrying less than 5 million passengers annually on mileage of just over 800,000 miles. In the interim period, cuts in services and fares revisions maintained viability. 1961 saw the first one-man operated vehicle enter service and others followed, but the closure of many of the local coal mines seriously affected loadings on the Bacup service and, although negotiations for a subsidy were held with Bacup Council, the service was abandoned in March 1966. In 1967 dual purpose vehicles were added to the fleet in an attempt to cash in on the private hire trade, which was still a good source of income when the undertaking was merged with Halifax JOC.

The LMS interest in Todmorden JOC passed to British Railways on nationalisation in 1947 and subsequently to the National Bus Company in 1969. The NBC interest in the JOC was finally sold to West Yorkshire PTE in 1974.

On the 29th July 1971 the Calderdale Joint Omnibus Committee was set up and the merger of the JOC fleets was finally completed on 6th September 1971, at which date Todmorden JOC became an integral part of the Calderdale JOC. Its vehicles were duly repainted in the agreed new Calderdale JOC livery of green and orange (identical to that of Halifax Corporation) and the former Todmorden JOC routes were absorbed. The new legal lettering proclaiming the owners as Calderdale JOC. The Todmorden fleet at this date consisted of 7 double- and 20 single-deckers, some of which were immediately withdrawn without being operated, thus ending some 64 years of Todmorden involvement in motorbus transport.

Bus Fleet List 1907-1971

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

1907

1-2; C1504/1503; Critchley-Norris; ? ; UEC; O18/16RO

3-4; B2079/2082; Leyland U; ? ; UEC; O18/16RO

5; C1761; Ryknield; ? ; ? ; O??/??RO

No. 4 became B16(?)R in 1908. Subsequently received new UEC O??/??RO body in 1910.

Nos. 1/5 received new UEC O??/??RO bodies in 1911 and 1909 respectively.

No. 3 received the body from No.5 in 1914.

Withdrawn 1913 (2/5), 1916 (4), 1920 (3), unknown (1). Body (and registration) from No.2 re-used for new No.2, 1913.



One of Todmorden's first buses was No. 5 (C1761) this 1907 Ryknield. It received a new UEC body in 1909 and was finally withdrawn in 1913. (courtesy Pennine Heritage/Todmorden Antiquarian Society).

1909

6; AP2015; Crossley-Leyland; ?; Birch; O??/??R

7; B2064; Critchley-Norris; ?; ? ; O??/??R

Nos. 6/7 ex-Rosendale Division Carriage Co., Bacup.

Withdrawn 1913, bodies (and registrations) re-used for new Nos. 6/7.

1913

2; C1503; Leyland X; X4163; UEC; O18/16RO

6; AP2015; Leyland X; X3119; Birch; ? ; O??/??RO

7; B2064; Leyland X; X3120; ? ; O??/??RO

8; B5628; Leyland X; X302; Leyland?; O??/??RO

Withdrawn 1914 (8), 1922 (2/7), 1923 (6).

1914

5; B5771; Leyland X; X411; Leyland; O23/20RO

Withdrawn 1914 (to War Department).



B5628 was No. 8 in the Todmorden fleet. New in 1913 it was a Leyland X with (probably) Leyland bodywork, although it did not last long being withdrawn in 1914. (courtesy Pennine Heritage/Todmorden Antiquarian Society).

1915

5; C1947; Straker-Squire; ? ; ? ; O??/??RO

8-9; B2070/2067; Critchley-Norris; ? ; Dodson; O16/16RO

No.5 was acquired second-hand. It was fitted with charabanc body in 1916, possibly from either No.8 or 9.

Nos. 8/9 ex-Groome, Whalley (new 1907), acquired with charabanc bodies, but fitted with second-hand bodies (ex-Northern General) before entering service.

Withdrawn 1918 (8), 1920 (5/9).

1918

4; BA1613; Karrier 50hp; ? ; ? ; O??/??RO

No. 4 ex-Reliance Motors, Rochdale, new to Haworth, Salford, in 1916 as lorry.

Withdrawn 1922.

1919

10; CW1298; Leyland G; 8795; ? ; O39RO

11; CW684; Leyland G; 8797; ? ; O39RO

12; CW1744; Leyland G; 8796; ? ; O39RO

No.10 re-seated to O36RO by 1921.

Fitted with second-hand bodies, replaced with new Leyland O47RO bodies in 1924.

Withdrawn 1926 (10-12).

1920

**3/5; CN1167-68; Leyland N; 10694-95; Walton?; O36RO
7-8; CW1964/66; Leyland GS2; 9776/7; ? ; O43RO
9; CW1841; Leyland RAF; 20867; Central Aircraft; O43RO
13; CN1169; Leyland N; 10678; Walton?; O36RO**

No.9 also quoted as CW1948.

Nos. 3/5/13 ex-Northern General (chassis only, new 1920) purchased from Walton & Co., Gateshead, who may have built the bodies.

Withdrawn 1926 (7/9), 1928 (3/5/8/13).

1921

14; C2367; Leyland G2; 9961; Phoenix ; O43RO

May have received a new Leyland O47RO body in 1925.

Withdrawn 1928.

1922

15; WY2716; Leyland G2; 18014; Phoenix; B32?

Withdrawn 1928.



Found derelict in an Essex hedge in 1974 and magnificently restored by Mike Sutcliffe is Todmorden No. 14 (G2367), a 1921 Leyland G2 originally with Phoenix (of Todmorden) bodywork. (LTHL collection).

1923

16-17; WY6489/88; Leyland G2; 18020/21; Phoenix; B38?

Withdrawn 1928 (16/17).

1924

4; WT1664; Leyland GH2; 18153; ? ; O34RO?

6; AP2015; Leyland GH2; 18154; ? ; O39RO?

18; WT1603; Leyland GH2; 18172; ? ; O39RO?

19; WT1602; Leyland GH2; 18171; Hickman; O39RO?

20; WT1843; Leyland SGH2; 18178; Phoenix; B31R

21?; WT1842; Leyland SGH2; 18179; Hickman; B32?

22; WT3608; Leyland SG2; 18197; Central; O51RO

23; WT4437; Leyland SG2; 18198; Leyland; O51RO

24-25?; WT7266-7267; Leyland SG4; 13081-82; Leyland; O52RO

26; WT7268; Leyland GH7; 13071; Leyland; B30D

Nos. 4/6/18/19 were fitted with second-hand bodies from older vehicles. No.6 probably received the body from the previous No.6; may have received new Leyland O47RO body in 1925.

No. 23 is also variously quoted as 48- and 52-seat.

Withdrawn by 1929 (4/6/18/19/24-26), 1931 (20-23).



No. 23 (WT4437) was a 1924 Leyland SG2 with Leyland 51-seat bodywork. (courtesy Pennine Heritage/Todmorden Antiquarian Society).

1925

**27; WT8036; Leyland SG4; 13210; Leyland; O50R
28?-29?; WT9160-9161; Leyland GH7; 13321/20; Leyland; B30D
30-31; WT9158-9159; Leyland SG4; 13326/27; Leyland; O50R
32-33; WU2916/2915; Leyland SG11; 13514/15; Leyland; B36R**

Withdrawn 1930 (27-29/32), 1932 (30/31), by 1933 (33).

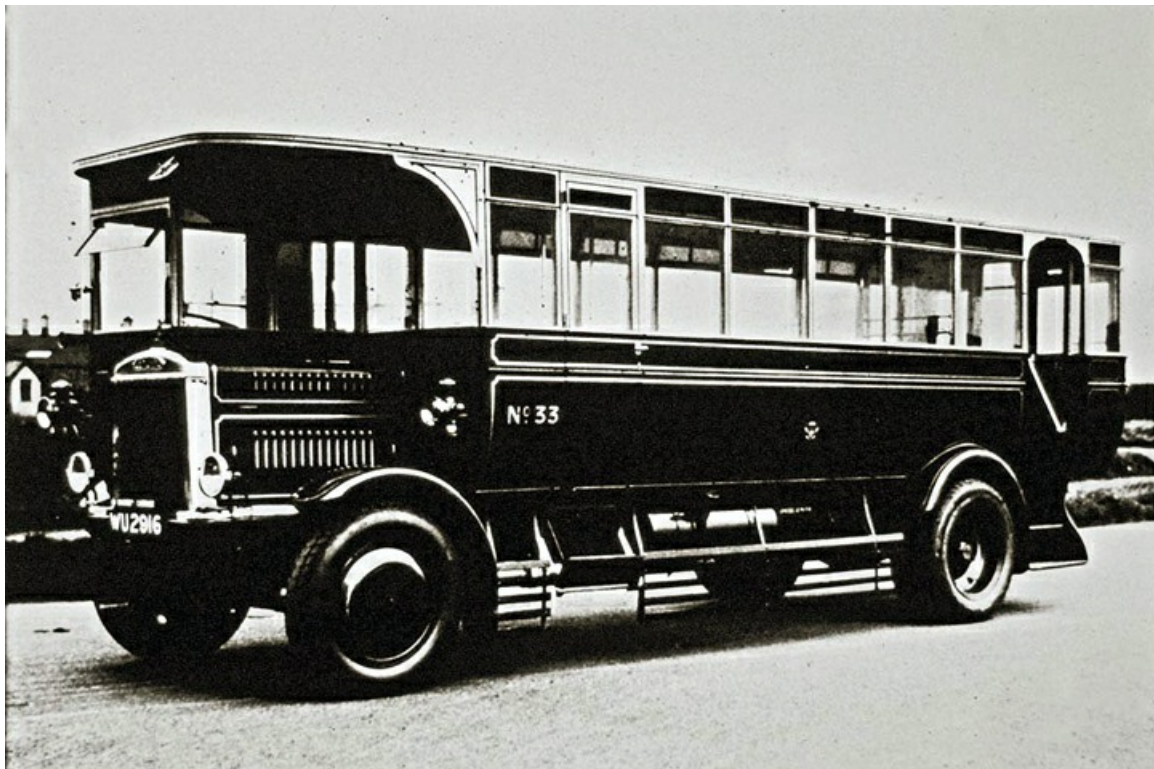
1926

**9; WU7306; Leyland LG1; 50050; Leyland; O51RO
10; WU7307; Leyland LG1; 50051; Leyland; O52RO
11-12; WU8326-8327; Leyland LG1; 50052/53; Leyland; O56RO
34; WU4693; Leyland SG11; 13579; Leyland; B35R
35; WU8559; Leyland LG1; 50058; Leyland; O56RO
36; WU8452; Leyland SG11; 13646; Leyland; B35R**

Nos. 9-12 variously quoted as 52- and 56-seat.

Nos. 34/36 also quoted as 36-seat.

Withdrawn 1930 (34), 1932 (11), 1933 (12), unknown but probably by 1933 (35/36).



1925 Leyland SG11 No. 33 (WU2916), with Leyland 36-seat rear entrance bodywork. (courtesy Pennine Heritage/Todmorden Antiquarian Society).

1927

**1; WW1779; Leyland PLSP2; 50072; Leyland; O56RO
2; WW1778; Leyland PLSC3; 45821; Leyland; B36R**

No.2 is also quoted as 35-seat.

Withdrawn 1934 (2), by 1936 (1).

1928

**3; WW6759; Leyland TD1; 70074; Leyland; L27/24RO
5; WW6797; Leyland TD1; 70075; Leyland; L27/24RO
7-8; WW6798-6799; Leyland TD1; 70076/77; Leyland; L27/24RO
13-14; WW6800-6801; Leyland TD1; 70078/79; Leyland; L27/24RO
15-16; WW5574-5575; Leyland PLSC3; 46674/75; Leyland; B36R
17; WW5818; Leyland PLSC3; 46676; Leyland; B36R**

Nos. 15-17 also quoted as Hickman B35R.

Withdrawn 1934 (15-17), 1938 (3/5/7/8/13/14).



No. 15 (WW5574), was a 1928 Leyland PLSC3 'Lion' with Leyland 36-seat bodywork. (courtesy Pennine Heritage/Todmorden Antiquarian Society).



The crew (and an interested bystander?) pose by Todmorden No. 8 (WW6799), a 1928 Leyland TD1 with Leyland 51-seat bodywork. (courtesy Pennine Heritage/Todmorden Antiquarian Society).

1929

4; WW8956; Leyland TD1; 70551; Leyland; L27/24R
6; WW8957; Leyland TD1; 70552; Leyland; L27/24R
18-19; WW8958-8959; Leyland TD1; 70553/54; Leyland; L27/24R
22; WW8960; Leyland TS2; 60571; Leyland; B31R

Withdrawn 1938 (4/6/18/19/22).

1930

20-21; WX4913-4914; Leyland TS3; 61197/98; Leyland; B35R
23-25; WX2074-2076; Leyland TD1; 70739-41; Leyland; L24/24R
26; WX4915; Leyland TS3; 61199; Leyland; B35R
27; WX2077; Leyland TD1; 70742; Leyland; L24/24R
28-29; WX4916-4917; Leyland TS3; 61200/201; Leyland; B35R
32; WX4918; Leyland TS3; 61202; Leyland; B35R
34; WX4919; Leyland TS3; 61203; Leyland; B35R

Withdrawn 1938 (20/26/34), 1940 (25/27), 1943 (21/28/29/32), 1948 (23/24).

The Todmorden Joint Omnibus Committee was formed on 1.1.1931 and at this date the London, Midland and Scottish Railway (LMS) acquired the following vehicles: Nos.5/6/8/14/16/17/19/21/22/24/27/28/31/32/35. Todmorden Corporation retained the following vehicles: Nos.1/2/3/4/7/9/11/13/15/18/20/23/25/26/29/30/33/34/36.

1932

**9-11; WX9231-9233; Leyland TD2; 120-122; Leyland; L27/24R
30-31; WX9234-9235; Leyland TD2; 123/124; Leyland; L27/24R**

Nos. 9-11/30-31 re-seated to L29/24R by 1939.

Nos. 9/11/30 owned by Corporation. Nos. 10/31 owned by LMS.

Withdrawn 1947 (10), 1948 (9/11/30/31).

1933

**1; YG2036; Leyland TD2; 2148; Leyland; L24/24R
12; YG2037; Leyland TD2; 2131; Leyland; L27/24R
33; YG2038; Leyland TS4; 2129; Leyland; B36R
35; YG2039; Leyland TD2; 2132; Leyland; L27/24R
36; YG2040; Leyland TS4; 2130; Leyland; B36R**

Nos. 1/33/35/36 owned by Corporation. No.12 owned by LMS.

Nos. 12/35 re-seated to L29/24R by 1939.

Withdrawn 1948 (1/12/33/35/36).

1934

**2; YG7830; Leyland TD3; 4827; NCME; L26/26R
15-16; YG7831-7832; Leyland TS6; 4829/26; NCME; B36R
17; YG7833; Leyland TD3; 4828; NCME; L26/26R**

Nos. 2/15 owned by Corporation. Nos. 16/17 owned by LMS.
Withdrawn 1941 (15), 1948 (2/16/17).

1935

37-38; AWU664-665; Leyland TD4; 7646/47; Leyland; L26/26R

No.37 owned by Corporation. No.38 owned by LMS.
Withdrawn 1948 (37/38).



No. 15 (YG7831) in the Todmorden JOC fleet was this beautifully preserved 1934 Leyland TS6 with Northern Counties 36-seat bodywork. (LTHL collection).



No. 38 (AWU665) was a 1935 Leyland TD4 with Leyland 52-seat lowbridge bodywork, owned by the London, Midland & Scottish Railway, following the formation of the JOC in 1931. (courtesy Pennine Heritage/Todmorden Antiquarian Society).

1938

3-5; CWR281-283; Leyland TD5; 16305-7; Leyland; L27/26R
7-8; CWR285-286; Leyland TD5; 16309/10; Leyland; L27/26R
13-14; CWR287-288; Leyland TD5; 16311/12; Leyland; L27/26R
18; CWR289; Leyland TD5; 16313; Leyland; L27/26R
39; CWR284; Leyland TD5; 16308; Leyland; L27/26R
40; CWR290; Leyland TD5; 16314; Leyland; L27/26R

Nos. 3/4/7/13/18 owned by Corporation. Nos. 5/8/14/39/40 owned by LMS.
Withdrawn 1950 (3/4/5/13/14/18/40), 1951 (7/8/39).

1939

6; CWY216; Leyland TD5; 301438; Leyland; L27/26R
19-20; CWY217-218; Leyland TS8; 301433/34; Leyland; B35R
22; CWY219; Leyland TS8; 301435; Leyland; B35R
26; CWY220; Leyland TS8; 301436; Leyland; B35R
34; CWY221; Leyland TS8; 301437; Leyland; B35R

Nos. 20/26/34 owned by Corporation. Nos. 6/19/22 owned by LMS.
Withdrawn 1950 (6/26/34), 1951 (19/20/22).

1940

23-25; DWW265-267; Leyland TD5; 303828-30; Leyland; L27/26R
27; DWW268; Leyland TD5; 303831; Leyland; L27/26R

Nos. 23/25 owned by Corporation. Nos. 24/27 owned by LMS.
Withdrawn 1951 (25/27), 1960 (24), 1961 (23).

1941

21; DWY391; Leyland TD7; 307603; Massey; L27/26R
28-29; DWY392-393; Leyland TD7; 307604/5; Massey; L27/26R
32; DWY394; Leyland TD7; 307606; Massey; L27/26R

No. 29 owned by Corporation. Nos. 21/28/32 owned by LMS.
Withdrawn 1948 (21/28/29/32).

1947

9-12; FWT181-184; Leyland PD2/1; 471592/93/277/612; Leyland;
L27/26R
15-16; FWT185-186; Leyland PD2/1; 471611/96; Leyland; L27/26R
30-31; FWT187-188; Leyland PD2/1; 471697/705; Leyland; L27/26R

Nos. 9/11/15/30 owned by Corporation. Nos. 10/12/16/31 owned by LMS.
Withdrawn 1961 (12), 1962 (31), 1963 (16), 1966 (9-11/15/30).



1947 Leyland PD2/1 No. 16 (FWT186) with Leyland 53-seat bodywork. Owned by the London, Midland & Scottish Railway, it was withdrawn from service in 1963. (courtesy Pennine Heritage/Todmorden Antiquarian Society).

1948

1-2; GWU11-12; Leyland PD2/1; 473417/2953; Leyland; L27/26R
3; GWW39; Leyland PD2/1; 472948; Leyland; L27/26R
4; GWU13; Leyland PD2/1; 472954; Leyland; L27/26R
17; GWU14; Leyland PD2/1; 473418; Leyland; L27/26R
21; GWW40; Leyland PD2/1; 473416; Leyland; L27/26R
28-29; GWW41-42; Leyland PD2/1; 473408/2956; Leyland; L27/26R
32; GWW43; Leyland PD2/1; 473407; Leyland; L27/26R
33; GWU15; Leyland PD2/1; 473089; Leyland; L27/26R
35; GWU16; Leyland PD2/1; 472955; Leyland; L27/26R
36; GWW44; Leyland PD2/1; 473410; Leyland; L27/26R
37-38; GWU17-18; Leyland PD2/1; 473409/2949; Leyland; L27/26R

Nos. 1-4/21/29/37 owned by Corporation. Nos.17/28/32/33/35/36/38 owned by British Railways [BR].

Withdrawn 1961 (1/28), 1963 (29/33/35/37), 1966 (4), 1967 (21/36/38), 1969 (17/32), 1970 (2/3).



No. 2 (GWU12), a 1948 Leyland PD2/1 with Leyland 53-seat bodywork. This bus now survives in preservation. (courtesy Pennine Heritage/Todmorden Antiquarian Society).

1950

5; JWY824; Leyland PD2/1; 504564; Leyland; L27/26R

6; HWY33; Leyland PD2/1; 496342; Leyland; L27/26R

8; HWY34; Leyland PD2/1; 496372; Leyland; L27/26R

14; HWY35; Leyland PD2/1; 493671; Leyland; L27/26R

18; HWY36; Leyland PD2/1; 496259; Leyland; L27/26R

19; JWY825; Leyland PD2/1; 504565; Leyland; L27/26R

26; JWY826; Leyland PD2/1; 504646; Leyland; L27/26R

34; JWY827; Leyland PD2/1; 504647; Leyland; L27/26R

Nos. 18/26 owned by Corporation. Nos. 5/6/8/14/19/34 owned by BR.

Nos. 5/18 transferred to Calderdale JOC 6.9.71 (renumbered 352/351).

Withdrawn 1968 (34), 1969 (6/8/14/19/26).



Todmorden Corporation-owned 1950 all-Leyland PD2/1 No. 18 (HWY36), wearing its Calderdale JOC fleet number of 351, at Mankinholes in 1971, shortly before the merger. (John Stringer).

1951

**7; KWX12; Leyland PD2/12; 512864; Leyland; L27/26R
13; KWX13; Leyland PD2/12; 512862; Leyland; L27/26R
20; KWX14; Leyland PD2/12; 512865; Leyland; L27/26R
22-23; KWX15-16; Leyland PD2/12; 512867/63; Leyland; L27/26R
24-25; KWX17-18; Leyland PD2/12; 512965/866; Leyland; L27/26R
27; KWX19; Leyland PD2/12; 512868; Leyland; L27/26R**

Nos. 7/13/20/23/25 owned by Corporation. Nos. 22/24/27 owned by BR.
Nos. 7/20/24/25/27 transferred to Calderdale JOC 6.9.71 (renumbered 353-357)
Withdrawn 1969 (22/23), 1970 (13).

1961

12; 634WY; Leyland L1; 610337; East Lancs; B44F

No.12 owned by BR. Transferred to Calderdale JOC 6.9.71 (renumbered 334).

1962

**16; 520BWT; Leyland L1; 621728; East Lancs; B44F
31; 521BWT; Leyland L1; 621729; East Lancs; B44F**

Nos. 16/31 owned by BR. Transferred to Calderdale JOC 6.9.71 (renumbered (335/336)).



No. 7 (KWX12) was a 1951 Leyland PD2/12 with Leyland 53-seat bodywork owned by the Corporation. It passed to the Calderdale JOC in 1971 as their No. 353. (LTHL collection).

1964

28; 572EYG; Leyland L1; L20112; East Lancs; B44F

37; 573EYG; Leyland L1; L20113; East Lancs; B44F

No. 37 owned by Corporation. No. 28 owned by BR.

Nos. 28/37 transferred to Calderdale JOC 6.9.71 (renumbered 337/338).

1967

1; NWW90E; Leyland PSU4/2R; L62674; Willowbrook; DP45F

4; NWW88E; Leyland PSU4/2R; L62672; Willowbrook; B43F

9; NWW89E; Leyland PSU4/2R; L62969; Willowbrook; B43F

10; NWW91E; Leyland PSU4/2R; L62673; Willowbrook; DP45F

Nos. 1/4/9 owned by Corporation. No. 10 owned by BR.

Nos. 1/4/9/10 transferred to Calderdale JOC 6.9.71 (renumbered 326/324/325/327).



No. 9 (NWW89E), a 1967 Leyland PSU4/2R with Willowbrook 43-seat bus bodywork, wearing its Calderdale fleet number of 325, but still in Todmorden livery. (LTHL collection).

1969

**6/8; BWU688-89H; Leyland PSU4A/4R; 903682/83; Pennine; DP43F
11; URR355; Leyland PSUC1/1; 564706; MCCW; B44F
14; BWU690H; Leyland PSU4A/2R; 903445; Pennine; B43F
15; YAL366; Leyland PSUC1/1; 578074; MCCW; B44F
19; BWU691H; Leyland PSU4A/2R; 903541; Pennine; B43F
22-23; BWU692-93H; Leyland PSU4A/2R; 903446/542; Pennine; B43F**

Nos. 11/15 ex-East Midland MS (Nos. R355/366, new 1956/1958 respectively) owned by NBC.

Nos. 6/8/14/19/22/23 owned jointly by Corporation and NBC.

Nos. 6/8/11/14/15/19/22/23 transferred to Calderdale JOC 6.9.71 (renumbered 328/329/339/330/340/331/332/333 respectively).

1970

**2-3; 1880-1881WA; Leyland L1; 603155/56; ECW; C41F
13; 1882WA; Leyland L1; 603169; ECW; C41F**

Nos. 2-3/13 ex-Sheffield Corporation (ex-SCT Nos. 1180-1182, 'C' fleet - British Rail owned, new 1961) owned by NBC.

Nos. 2-3/13 transferred to Calderdale JOC 6.9.71 (renumbered 321-323).



No. 2 (1880WA) was a 1961 Leyland L1 with Eastern Coachworks 41-seat coach body acquired in 1970 from Sheffield Joint Omnibus Committee. (John Kaye).

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Additional information, corrections and photographs are always welcome.
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