

# Halifax Corporation Transport Halifax Joint Omnibus Committee



1898 - 1974

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Cover Illustration: No. 96 (DCP840) a 1954 Daimler CVG6 with Roe 58-seat bodywork at Warley in 1965. (David Mitchell).

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After initial proposals for a cable tramway system had fallen through, the Halifax Corporation Tramways Act of 1897 paved the way for the introduction of an electric tramway system, which was inaugurated on the 9th June 1898. A delay in the necessary inspection by the Board of Trade, however, delayed the official opening to passengers until the 29th June. The first routes centred on the Post Office; travelling east along Horton Street to the Old Railway Station; south-west to Kings Cross Street; and west to High Road Well, passing the depot at Spring Hall, Pellon. The services were operated by ten (Nos. 1-10) open-top Milnes' double-deck tramcars. Over the next few years, as more routes were opened, a further 48 more (Nos. 11-58) Milnes' tramcars were added to the fleet. This necessitated the building of a new depot in Skircoat Lane, which opened in 1902, the old depot then becoming a works facility. Between 1901 and 1903, thirty-six more Brush open-top cars were purchased (Nos. 59-94) and, in 1904, Brush supplied a further two single-deck cars for one-man operation (Nos. 95 and 96). Many of the open-top cars were later fitted with top-covers and windscreens. By 1905 the system was virtually complete and covered over 37 miles of route. The final new route was not opened until May 1921 when the section to Stainland came into service. Because of the gauge chosen (3ft. 6ins.), the Halifax system was isolated from neighbouring systems who used the standard gauge and as a consequence through running was not possible.

In 1911, Halifax Corporation obtained the consent of Parliament to operate motorbuses as an extension to the tramways and as a result a single motorbus was obtained for trials. The bus (a Daimler CC from the London firm of Commercial Car Hirers) created such an impression that the Tramways Committee recommended the

purchase of three similar vehicles. Thus, on Wednesday the 16th October 1912, the first motorbus service, from Parkinson Lane, via Pellon to Mount Tabor, was inaugurated, passenger service commencing the following day. At the same time, an order for two more vehicles was made. The Halifax Corporation Act of 1915 granted the Corporation powers to run motorbuses anywhere within the borough and into adjacent districts, however, at this time there was no thought of tramway replacement and the bus fleet still consisted of the original three vehicles. In March 1916 the Daimler Company submitted a tender for the supply of two Y-type chassis (later increased to three) which served as replacements for the original trio of Daimler CC-type buses. No substantial increase in the bus fleet took place until 1925 when 12 Dennis 50-cwt vehicles were purchased.

Between 1921 and 1929 the Corporation built 27 tramcars in their own workshops, but on 31st March 1929 the first route closure between Brighthouse and Bailiff Bridge took place; the beginning of the end for the tramway system. Over the next ten years the tramway system was slowly dismantled and the decision to abandon the tramway system was taken on 3rd August 1938. The last tram (No.109) finally ran on 14th February 1939.

The Corporation had a brief flirtation with trolleybuses between 1921 and 1926, but, eventually, they were replaced by motorbuses. Only three trolleybuses were operated, two were second-hand from Dundee Corporation in 1918, purchased for use on a parcel service, which never materialised. They were refurbished in 1921 as passenger

vehicles and entered service on the Wainstalls route, along with a third vehicle, a Tilling-Stevens RC2, purchased new in 1924.

In common with other areas, Halifax Corporation routes suffered the attentions of other operators, one of whom, O. and C. Holdsworth (who were later to become Hebble Motor Services) operated illegally in the Halifax area. Licensing arrangements were such that, although Halifax refused to licence the services, neighbouring authorities often did, adding to the confusion. The company was regularly fined for operating illegally but continued to do so until 1929 when it was purchased jointly by the LMS and LNER Companies, at which time the fleet consisted of some 86 vehicles operating a total of 28 routes.

The entry of the railway companies into bus operation was sanctioned by the Road Transport Act of 1928 and provided Halifax with another competitor. However, shortly after the powers were granted, the railway companies approached the Corporation about the possibility of joint working of motor bus services in the area and, after lengthy negotiations, an agreement for the joint working of certain services was reached. This resulted in the setting up of the Halifax Joint Omnibus Committee, consisting of four representatives from each party. Briefly the agreement meant that the revenue from all services entirely within the borough of Halifax (classed as 'A' services) went to the Corporation. All revenue from services that did not enter the borough (classed as 'B' services) went to the JOC. The revenue from JOC services that did enter the borough was apportioned between the Corporation and the JOC by a complicated formula that was intended to account for the number of passenger fares

taken on JOC vehicles wholly within the borough boundary. In addition, other operators made compensatory payments to Halifax Corporation representing passenger fares taken within the borough. A third category (classed as 'C' services) were the longer distance services operating beyond the 'B' category area that were operated by the railway companies (or their nominees).

The initial JOC fleet consisted of some 28 vehicles, all of which were previously owned by Halifax Corporation. In fulfilment of their obligation under the agreement, 14 of these vehicles were purchased by the railway companies and placed under the control of the JOC, which operated as a separate entity. Following the purchase of Hebble Motor Services, the local routes terminating in Halifax were transferred to the JOC along with a number of vehicles needed to maintain the services, although Hebble Motor Services continued to operate routes under the 'C' classification in its own name.

In November 1929 the first double-deckers were added to the Corporation fleet. Numbered 53-55, they were Short bodied AEC Regents and proved themselves so capable of negotiating the hilly terrain around Halifax that the Corporation immediately ordered more. The AEC Regent was to prove the mainstay of the Halifax and JOC fleets until well into the 1950's and even influenced the choice of livery. The fleet had worn a blue and white livery until, in 1924, the new General Manager prompted a change to red and cream. The Glasgow Corporation livery of green and orange worn by former AEC Regent demonstrator MT2114, delivered early in 1930, so impressed the Tramways Committee that it was adopted as Halifax Corporation's standard livery.

On the 4th November 1932, a new depot at Elmwood was opened (although due to a delay installing a boiler it was not officially used until the 29th) to house the Corporation and JOC's increasing bus fleet, which now stood at 90 vehicles.

In December 1933 the JOC commenced negotiations with local independent operators, Ripponden and District Motors, Slater and Son and J.W. Halstead, for the purchase of their local services, although, in the event, Slater and Son eventually sold their operations to the Yorkshire Woollen District Company. 5 vehicles were acquired from the Ripponden and District concern along with several local routes with an option for further purchases later.

Given Halifax Corporation's penchant for AEC vehicles, it was not surprising that (on 1st March 1934) the revolutionary AEC 'Q' type made an appearance. However, its side-mounted engine was prone to overheating and the vehicle suffered a lack of adhesion on wet roads; it proved unpopular and was withdrawn in 1938 after only four years.

By 1936 the increase in motorbus operations had made the Council consider opening a bus station in the town centre. Two sites were considered, one at Crossfield, and the other at a site bordering Market Street and Union Street. Eventually the Crossfield site was used, initially as parking for PSV's, before application was made to use it as a bus station. The railway companies were unhappy with this, however, since it was in their interests to co-ordinate services with their trains and these necessitated buses serving the railway stations. The arguments over the Crossfield site continued until 1949, when the Council finally approved the establishment of a bus station there.

In 1938 Halifax Corporation placed an order for 34 new AEC vehicles to speed up the tramway replacement programme. By December 1938, the first 16 buses (AEC Regents 59-65/8/72-9) were in service. They were followed early in 1939 by 18 more (53-6/8/66/7/9/70/1/80-7) and this enabled the final abandonment of the tramway system to take place on 14th February.

The onset of the Second World War in September 1939 caused a reduction in services, largely due to fuel rationing, meaning many services were curtailed early. The windows of Corporation and JOC buses were painted over to prevent light spillage during hours of darkness. Following an appeal to provincial operators for buses for London Transport, Halifax sent eight vehicles (4 from each fleet). When they returned in July 1941 they all sported 'London 1940-1941' plaques as a visible token of their service to the capital. In March 1942 three vehicles were loaned to West Yorkshire Road Car Company for use in the transportation of essential workers. By 1943 the maintenance costs of the fleet had risen, partly due to the ageing of the bus fleet and partly due to the shortage of parts. With this in mind an order was placed with AEC for 76 buses in total for both Corporation and JOC fleets, but it was not until November 1946 that the first of the new buses began to arrive. This resulted in some of the pre-war vehicles being given an extended lease of life, but by the end of 1947 all of the ordered buses had arrived, prompting the mass withdrawal of the pre-war vehicles. Among the post-war deliveries were six all-Leyland PD2/1's (Nos.335-341). In 1948 the first 8ft wide buses, AEC Regents Nos.235-45, entered service, with the remainder of the batch arriving the following year, although 7ft 6ins vehicles continued to be supplied.



On the 29th August 1954, the Crossfield Bus Station opened.

An experiment with one-man-operated buses commenced in 1953, even though several vehicles in the mid-1920's had been so operated, and this led to the introduction, in 1957, of one-man-operated vehicles. In 1958 the first of a batch of nine Leyland Royal Tigers, suitable for one-man-operation, made its appearance, although wholesale change to one-man-operation was not reflected in the new vehicles that subsequently arrived. In 1960 a batch of forward-entrance AEC Regent V's was put into service between January and March, and, in 1962, sixteen forward-entrance PD2/37's were purchased. By 1966, however, the first of the inevitable rear-engined vehicles had arrived in the shape of Daimler CRG6 No.105 which, along with the rest of the batch (Nos.99-104), set the pattern for new buses for the remainder of the life of the Corporation and the JOC.

On the 1st January 1969, the former LMS and LNER railways' assets and liabilities in the JOC, which had been vested in British Railways since nationalisation in 1947, came under the control of the National Bus Company. During this year talks were opened with Halifax's close neighbour, Todmorden JOC about a possible merger of the JOC fleets and, in April 1971, the two borough councils agreed in principle to the merger. On the 6th of September 1971 the fleets of Todmorden JOC and Halifax JOC were merged to form the Calderdale JOC, which operated in tandem with Halifax Corporation until the creation of the West Yorkshire PTE on the 1st April 1974, which swallowed up both the Calderdale JOC and Halifax Corporation, thus ending over 75 years of Corporation transport in Halifax

## **Tram Fleet List 1898-1939**

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

### **1898**

**1-10; Open-top double-deck 4-wheel; Peckham cantilever; Milnes; 24/20**  
**11-14; Open-top double-deck 4-wheel; Peckham cantilever; Milnes; 24/20**

Nos.1-10 had 2x25hp Electric Construction Co., motors, whilst Nos. 11-14 had motors by BTH and Westinghouse.

Withdrawn by 1922 (9,11) by 1925 (10), between 1929-31 (1-8,13/14), 1935 (12).

### **1899**

**15-32; Open-top double-deck 4-wheel; Peckham cantilever; Milnes; 24/20**

15-32 had Westinghouse motors.

Withdrawn by 1921 (17), by 1925 (22), between 1929-31 (15/18,20/1/4-32), 1935 (16/19,23).



Opening day of the Halifax electric tram system- 29th June 1898. Here is 1898 Milnes-built car No. 3 on the Old Station route with a full load of passengers.

(LTHL collection).

## **1900**

### **33-58; Open-top double-deck 4-wheel; Peckham cantilever; Milnes; 24/20**

33-58 had Westinghouse motors.

Withdrawn between 1929-31 (33/5-8,40), 1932 (41/43-49,51-58), 1935 (42,50), 1938 (34/39).

## **1901**

### **59-70; Open-top double-deck 4-wheel; Brush 21E; Brush; 24/22**

59-70 had 2x35hp Westinghouse motors.

Withdrawn 1907 (64), 1927 (59), 1932 (60-62/67-70), 1934 (66), 1937 (65), 1938 (63).

## **1902**

### **71-82; Open-top double-deck 4-wheel; Brush 21E; Brush; 24/20**

71-82 had 2x35hp Westinghouse motors.

Withdrawn by 1922 (71/73), by 1923 (81), by 1925 (76), by 1927 (75,80), 1932 (78), 1937 (72/79,82), 1938 (74/77).



Halifax No. 39. It was a 1900 Milnes-built car seating 44, which managed to survive until the final days of the system in 1938.

(LTHL collection).

## **1903**

### **83-94; Open-top double-deck 4-wheel; Brush 21E; Brush; 28/22**

83-94 are thought to have had 2x35hp Westinghouse motors. The trucks may have been Peckham cantilever.

Withdrawn by 1926 (92), 1932 (83-91/93/94).

## **1904**

### **95-96; Single-deck demi-car; ? ; Brush; 24**

95-96 were fitted with Raworth regenerative equipment.

Withdrawn by 1928 (95/96).

## **1912**

### **97-102; Top-covered double-deck 4-wheel; Halifax Corporation; Brush; 41/22**

97-102 had 2x40hp Siemens motors.

Withdrawn 1934 (98/100), 1937 (97/101), 1938 (99/102).



En route to Pellon is Halifax No. 99 - a Brush-built top-covered car seating 63 and dating from 1912. (LTHL collection).

## 1921

**17; Open-top double-deck 4-wheel; Halifax CT cantilever; Halifax CT; 41/22**  
**64; Open-top double-deck 4-wheel; Halifax CT cantilever; Halifax CT; 41/22**

17/64 had 2x48hp Metro-Vickers motors.  
Withdrawn 1935 (64), 1938 (17).

## 1922

**9; Open-top double-deck 4-wheel; Halifax CT cantilever; Halifax CT; 41/22**  
**11; Open-top double-deck 4-wheel; Halifax CT cantilever; Halifax CT; 41/22**  
**71; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT;**  
**41/22**  
**73; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT;**  
**41/22**

9,11,71,73 had 2x48hp Metro-Vickers motors.  
Withdrawn 1937 (71/73), 1938 (9/11).

## 1923

**81; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT;**  
**41/22**

81 probably had 2x48hp Metro-Vickers motors.  
Withdrawn 1937 (81).



## **1924**

**103; Single-deck clerestory; Halifax CT cantilever; Halifax CT; 28**

**104; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT; 41/22**

**105; Single-deck clerestory; Halifax CT cantilever; Halifax CT; 36**

**106; Single-deck; Halifax CT cantilever; Halifax CT; 36**

Nos. 103-105 had Metro-Vickers 48hp motors, 106 had English Electric 42hp motors but no clerestory roof.

Withdrawn 1934 (106), 1935 (103/105), 1937 (104).

## **1925**

**10; Open-top double-deck 4-wheel; Halifax CT cantilever; Halifax CT; 41/22**

**22; Open-top double-deck 4-wheel; Halifax CT cantilever; Halifax CT; 41/22**

**76; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT; 41/22**

Nos. 10/22/76 had Metro-Vickers 48hp motors.

Withdrawn 1935 (22), 1937 (76), 1938 (10).

**1926**

**92; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT;**  
41/22

Motors unknown.  
Withdrawn 1934 (92).

**1927**

**59; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT;**  
41/22

**75; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT;**  
41/22

**80; Top-covered double-deck 4-wheel; Halifax CT cantilever; Halifax CT;**  
41/22

Motors unknown.  
Withdrawn 1934 (75/80), 1937 (59).

## **1928-1930**

**107-113; Top-covered double-deck 4-wheel; Peckham cantilever;  
Halifax CT; 32/19**

**114-123; Top-covered double-deck 4-wheel; Peckham cantilever;  
English Electric; 32/19**

**124-127; Top-covered double-deck 4-wheel; Peckham cantilever;  
Halifax CT; 32/19**

Some of these cars may have had Halifax CT cantilever trucks. All had English Electric 50hp motors.

Withdrawn 1938 (108/114/119/121/125/126), 1939 (107/109-113/115-118/120/122-124/127).

## **1931**

**128-131; Open-top double-deck 4-wheel; Peckham P35; Brush; 30/24**

Ex-Exeter Corporation (Nos.1-4), new in 1929. They had GEC 50hp motors.  
Withdrawn 1938 (128-131)



The last purchases by Halifax were four Brush-built cars that were acquired from Exeter Corporation when only 2 years old in 1931. This is No. 128, the first of the four, which all survived until the end of the system. (LTHL collection).

## **Trolleybus Fleet List 1921-1926**

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

### **1918**

**103-104; CP2021/20; Railless; ? ; Milnes Voss; B28R**

Ex-Dundee Corporation (new 1912), Nos. 67/68.

Re-numbered in 1924 to 1(103) and 3(104).

Withdrawn 1926 (1,3)

### **1924**

**2; CP3457; Tilling-Stevens RC2; 3110; Halifax CT; B26F**

Later resealed to B23F.

Withdrawn 1926.



In service with Dundee Corporation is No. 67, a 1912 Railless with Milnes Voss 28-seat bodywork, showing the rear entrance. It later became Halifax No. 103 (CP2021) and entered service in 1921 on the Wainstalls route. (LTHL collection).

## **Bus Fleet List 1912-1974**

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

### **1912**

**1; CP272; Daimler CC; ? ; Commercial Car Hirers; B28C**

Originally registered A1DY [probably trade plate].  
Withdrawn 1916.

### **1913**

**2; CP281; Daimler CC; ? ; Commercial Car Hirers; B28C**

**3; CP284; Daimler CC; ? ; Commercial Car Hirers; B28C**

Originally registered A2DY (2), and A3DY (3) [probably trade plates].  
Withdrawn 1916.



Halifax's first bus was this 1912 Daimler CC from Commercial Car Hirers of London. It sports what is probably an early trade plate (A1DY); it was later registered CP272 and withdrawn in 1916. (LTHL collection).



## **1916**

**4; CP742; Daimler Y; 6158; Halifax CT; B23R**  
**5-6; CP747-748; Daimler Y; 6163/??; Halifax CT; B23R**

The Halifax CT bodies on these vehicles (4-6) are thought to have been removed from Nos. 1-3, and rebuilt. Halifax CT modified them to B26F in 1922. Withdrawn 1921 (6), 1927 (4/5).

## **1921**

**6; CP93; AEC YC; 14143; Halifax CT; B24F**

New 1919, formerly used as a tower wagon, rebodied 1921 as bus, probably using the body from previous No.6. Withdrawn 1926.

## **1922**

**7; CP2418; Dennis 50cwt; 25034; Halifax CT; B24F**

Re-seated to B25F around 1926. Withdrawn 1931.

## **1923**

**8; CP3037; Dennis 50cwt; 25078; Halifax CT; B24F**

Re-seated to B25F around 1926.

Withdrawn 1931.

## **1925**

**9-11; CP3810-3812; Dennis 50cwt; 31039/??; Strachan & Brown; B26F**  
**12-14; CP3813-3815; Dennis 50cwt; 31036/57/53; Strachan & Brown; B26F**  
**15-16; CP3905-3906; Dennis 50cwt; 31025/30971; Halifax CT; B26F**  
**17-20; CP4397-4400; Dennis 50cwt; 45169/71/70/72; Halifax CT; B26F**

Withdrawn 1930 (15), 1931 (9-14,16), 1932 (17-20).

## **1926**

**21-23; CP4987-4989; Dennis 50cwt; 45261/60/59; Strachan & Brown; B26F**  
**24-29; CP5226-5231; Karrier CL4; 35018/22/21/16/23/14; Hall Lewis;**  
**B26F**

21-23 transferred to Halifax JOC 1929.

Withdrawn 1930 (28), 1931 (24/26/27/29), 1932 (25).

## **1927**

**1-6; CP5734-5739; Karrier CL6; 38003-5/7/8/6; Hall Lewis; B26F**  
**30; CX8989; Karrier CY6; 50502; Hall Lewis; B25F**  
**31-36; CP6221-6226; Karrier CL6; 38041/4/2/6/5/3; Hall Lewis; B26F**  
**37; CP5850; Karrier CL4; 35041; Hall Lewis; B26F**  
**38; CP5479; Karrier CL4; 35034; Hall Lewis; B26F**  
**39; CP5123; Karrier CL4; 3500?; Hall Lewis; B26F**  
**40; CP5478; Karrier CL4; 35029; Hall Lewis; B26F**  
**41; CP4722; Karrier JK; 10312; ? ; B32F**  
**42; CX8039; Karrier JK; 10310; ? ; B32F**

No.30 was ex-demonstrator, new 1926.

Nos. 37-42 were ex-Ryburn Garage and Transport Co.1927.

Nos.1-6, 30, 31-36, 37-42 transferred to Halifax JOC 1929.

## **1928**

**43-48; CP6925-6930; Karrier WL6; 42111/10/14/12/13/06;**  
**Harris & Hassall; B32D**  
**49; CP6692; Karrier Z; 30076; Halifax CT; B14F**

No.49 was originally a lorry. The chassis was purchased by Halifax c.1928 and rebodied as a bus. Withdrawn 1930.

Nos.43-48 transferred to Halifax JOC 1929.

## **1929**

**50; CP8006; Karrier JKL; 33018; Hall Lewis; B32R  
52; CP8008; Leyland TS2; 60580; Leyland; B31R  
53-55; CP8009-8011; AEC Regent; 661039/40/38; Short Bros; H26/24RO**

No.52 re-seated to B30R, 1932.

Withdrawn 1934 (50), 1935 (52), 1938 (53-55).

## **1930**

**51; CP8007; Dennis EV; 17837; English Electric; B31D  
56; CP8167; AEC Regent; 661130; Short Bros; H26/24RO  
57; MT2114; AEC Regent; 661001; Short Bros; H26/24RO**

No. 51 modified to B31R at some time.

Withdrawn 1934 (51), 1936 (57), 1938 (56).

**1931**

**58; CP9061; AEC Regent; 6611108; Short Bros; H26/24RO  
107-109; CP9070-9072; AEC Regent; 6611027/015/017; Hoyal; H26/24RO  
110-111; CP9073-9074; AEC Regent; 6611555/161; Hoyal; H26/24RO  
112-115; CP9075-9078; AEC Regent; 6611025/020/016/023; Hoyal;  
H26/24RO  
121-124; CP9447-9450; AEC Regal; 6621110/105/107/109;  
English Electric; B32R**

Withdrawn 1938 (58,115/21-24), 1939 (107-9,111-14), 1948 (110).

**1932**

**116-120; CP9442-9446; AEC Regent; 6611718/719/716/720/590;  
English Electric; H26/24RO**

Withdrawn 1939 (119), 1948 (116-18,120).

**1933**

**2-6; JX321-325; AEC Regent; 06612065-8/1805; English Electric;  
H26/24RO**

Rebuilt to H29/24R, with enclosed staircases by 1935.

Withdrawn 1947 (4), 1948 (2/3/5/6).



Halifax No. 115 (CP9078) was a 1931 AEC Regent with Hoyal 50-seat open staircase bodywork. (LTHL collection).

## 1934

**7; JX1461; AEC Q; 761004; English Electric; H59F  
10/11; JX1788/1790; AEC Regent; 06612691/690; Park Royal; H26/26R  
12-13; JX1912-1913; AEC Regent; 06612693/695; Roe; H25/26R  
14-15; JX2037-2038; AEC Regent; 06612710/712; English Electric;  
H30/24R**

Nos. 10/11 re-seated to H30/26R around 1936.

Nos. 12/13 re-seated to H28/26R around 1936.

Withdrawn 1938 (7), 1948 (10-15).

## 1935

**8; AMV482; AEC Regent; 6612051; Park Royal; H30/26R  
9; MV3522; AEC Regent; 6612052; Park Royal; L28/26R  
16-23; JX2301-2308; AEC Regent; 06612906/903-905/902/907-909;  
Roberts; H24/24R  
24; CML516; AEC Regent; 06613200; Park Royal; H30/26R  
25-27; JX3420-3422; AEC Regal; 06621775/778/773; Park Royal; B32R  
28-30; JX3423-3425; AEC Regal; 06621774/776/777; Roe; B32R**

Nos. 8,9,24 were ex-demonstrators. No.8 later re-seated to H28/24R.

Withdrawn 1947 (25/26), 1948 (8-9,16-24,29), 1949 (27/28/30).



No. 11 (JX1790), a 1934 AEC Regent with Park Royal 54-seat bodywork, seen here whilst on loan to London Transport. (LTHL collection).



**1937**

**31-34; JX5261-5264; AEC Regent; 06615126-9; Park Royal; H30/26R**

Withdrawn 1948 (31-34).

**1938**

**35-37; JX6261-6263; AEC Regent; 06616028-30; Park Royal; H30/26R**

**38; JX6424; AEC Regent; 06616031; Park Royal; H30/26R**

**39; JX6265; AEC Regent; 06616032; Park Royal; H30/26R**

**40-42; JX6425-6427; AEC Regent; 06616033-5; Park Royal; H30/26R**

**43; JX6264; AEC Regent; 06616036; Park Royal; H30/26R**

**44-45; JX6428-6429; AEC Regent; 06616037-8; Park Royal; H30/26R**

**46; JX6266; AEC Regent; 06616039; Park Royal; H30/26R**

**47-49; JX6568-6570; AEC Regent; 06616081-3; Roe; H31/25R**

**50-52; JX6557-6559; AEC Regal; 06622943-5; Park Royal; B32R**

**57; JX6560; AEC Regal; 06622946; Park Royal; B32R**

**59-70; JX6892-6903; AEC Regent; 06616346-56/344; Roe; H31/25R**

**72-79; JX6928-6935; AEC Regent; 06616334-7/340-3; Park Royal; H30/26R**

Nos. 59-63/65-70/75/77/79 were renumbered 11-24 respectively in 1952.

Withdrawn 1948 (40/42/43/47-49/57), 1949 (72-74), 1950 (39,50-52), 1951 (35-37,41/44-46,64,76/78), 1952 (38), 1954 (59-63,65-68,75/77/79 as [11-19,22-24]), 1958 (69/70 as [20/21]).



Seen outside Crossfield Bus Station in 1956 is No. 21 (JX6903), originally No. 70, it was a 1939 AEC Regent with Roe 56-seat bodywork. (John Kaye).

## **1939**

**53-56; JX7050-7053; AEC Regent; 06616362-5; Park Royal; H30/26R**  
**58; JX7058; AEC Regent; 06616345; Roe; H31/25R**  
**71; JX7059; AEC Regent; 06616357; Roe; H31/25R**  
**80-83; JX7046-7049; AEC Regent; 06616358-61; Park Royal; H30/26R**  
**84-87; JX7054-7057; AEC Regent; 06616366-8/378; Weymann; H30/26R**

Nos. 53/56/80/81/85/86/83/87/58/71 renumbered 25-34 respectively in 1952.

No.71[34] renumbered again to 22 in 1957.

Withdrawn 1952 (54/55,82/84 and 81 as [28]), 1954 (53/56/80,85/86/83/87/58 as [25-27/29-33]), 1958 (71[34] as [22]).

## **1940**

**88; JX8106; AEC Regent; 06616902; Park Royal; H30/26R**

Renumbered 35 in 1952.

Withdrawn 1954 (88 as [35]).

## **1946**

**301-308; JX9401-9408; AEC Regent III; 0961231-238; Roe; H31/25R**

Nos. 305-308 transferred to Halifax JOC 1947 (renumbered 209-212).

Nos. 301-304 renumbered 36-39 respectively in 1952.

Withdrawn 1959 (301-304 as [36-39]).



No. 37 (JX9402), a 1946 AEC Regent III with Roe 56-seat bodywork, it was originally numbered 302 and is seen here in Albion Street, Halifax in October 1956. (John Kaye).

**1947**

**309-317; ACP414-422; AEC Regent III; 09611268-76; Park Royal; H30/26R  
335-338; ACP384-387; Leyland PD2/1; 472240/1/314/8; Leyland;**

**H30/26R**

**339-341; ACP388-390; Leyland PD2/1; 472238,313/5; Leyland; H30/26R**

Nos. 309-317 renumbered 40-48 respectively in 1952.

Nos. 335-341 renumbered 100-106 respectively in 1952.

Nos. 309[40], 316[47], 335-341[100-106] re-seated to H33/26R during 1957/8.

Withdrawn 1958 (335 as [100]), 1960 (310-314 as [41-45]), 1962 (309/315-317 as [40/46-48]), 1965 (336/368/369 as [101/103/104]), 1966 (337/340/341 as [102/105/106]).



No. 100 (ACP384) was the first of a batch of eight Leyland PD2/1's with Leyland 56-seat bodywork. It was delivered in 1947 as No. 335 but was re-numbered as seen here in 1952. (John Kaye).

**1948**

**305-308; ACP631-634; AEC Regent III; 09611261/2/4/7; Roe; H31/25R**  
**318-321; ACP423-426; AEC Regent III; 09611277-80; Park Royal; H30/26R**  
**322-325; ACP800-803; AEC Regent III; 9612E1282/3/5/6; Park Royal;**  
**H30/26R**  
**326-329; ACP915-918; AEC Regent III; 9612E1255/8/89/57; Park Royal;**  
**H30/26R**  
**330-334; ACP919-923; AEC Regent III; 9612E1259/91-3/90; Park Royal;**  
**H30/26R**  
**342-343; ACP391-392; Leyland PD2/1; 480636/37; Leyland; H30/26R**

Nos. 318-321,305-308,322-334 renumbered 49-69 respectively in 1952.

Nos. 342/343 renumbered 107/108 in 1952.

Nos. 327/328[62/63] renumbered 162/163 in 1965.

Nos. 66 and 108 transferred to Halifax JOC in 1965 (renumbered 266 and 308 respectively).

Withdrawn 1960 (318-320 as [49-51]), 1962 (321,305 as [52,53]), 1963 (306-308,324,342 as [54-56,59,107]), 1964 (322,323,325,326,329 as [57,58,60,61,64]), 1965 (330,332-334 as [65,67-69]), 1966 (327/328 as [162/163]).

## **1949**

**344-346; BCP533-535; AEC Regal III; 9621E772/67/68; Roe; B32R  
347-348; BCP536-537; AEC Regent III; 9612E4322/23; Roe; H31/25R**

Nos. 344-348 renumbered 70-74 in 1952. Re-seated to B36R at some time.

Nos. 347/348[73/74] renumbered 173/174 in 1965.

Withdrawn 1958 (345/346 as [71/72]), 1962 (344 as [70]), 1966 (347/348[73/74] as [173/174]).

## **1951**

**349-354; CCP601-606; Daimler CD650; 17913-918; East Lancs; H30/26R  
355-360; CCP607-612; AEC Regent III; 9613E2550-5; Park Royal; H30/26R**

Nos. 355-360,349-354 renumbered 75-86 respectively in 1952.

Withdrawn 1962 (349-354 as [81-86]), 1966 (355-360 as [75-80]).





CCP605 was a 1951 Daimler CD650 with East Lancs 56-seat bodywork. Originally No. 353 it became No. 85 in the 1952 re-numbering and was withdrawn in 1962. (John Kaye).

## **1954**

**30-31; ACP402/401; AEC Regent III; 09611243/242; Park Royal; H30/26R  
32-33; JX9408/9407; AEC Regent III; 0961238/237; Roe; H31/25R  
34-35; JX9405-9406; AEC Regent III; 0961235/236; Roe; H31/25R  
87-98; DCP831-842; Daimler CVG6; 18563-574; Roe; H33/25R**

Nos. 30-35 were transferred from Halifax JOC (ex-JOC nos. 217-18/209-212). No. 30 later re-seated to H33/26R. Nos. 32-35 originally new to Halifax Corporation 305-308 in 1947.

Nos. 87/88/90-92/94 renumbered 187/188/190-192/194 in 1970.

Nos. 95/96 transferred to Halifax JOC in 1968 (renumbered 297/298).

Nos. 97/98 transferred to Halifax JOC in 1967 (renumbered 295/296).

Withdrawn 1958 (33), 1959 (32/34/35), 1960 (31), 1962 (30), 1968 (93), 1970 (89), 1971 (87/88/90-92/94 as [187/188/190-192/194]).

## **1956**

**15-19; GJX327-331; Daimler CVG6; 19076-80; Roe; H37/28R**

Renumbered 115-119 in 1958.

Transferred to Halifax JOC in 1971 (renumbered 300-304).



Seen here in Crossfields Bus Station is No. 302 (GJX329), a 1956 Daimler CVG6 with Roe 65-seat bodywork. Originally Halifax Corporation No. 17, it was transferred to the Joint Omnibus Committee fleet in 1971 as their No. 302 and passed to Calderdale JOC later that year. (John Kaye).

## **1958**

**1-3; KCP1-3; Leyland RT3/1; 582192-194; Weymann; B42F**  
**4-6; KCP4-6; Leyland RT3/1; 582222/3/43; Weymann; B42F**  
**7-9; KCP7-9; Leyland RT3/1; 582319/22/50; Weymann; B42F**

Nos. 1-4 transferred to Calderdale JOC 1972 (renumbered 371-374)

No. 5 renumbered 10 in 1972.

Nos. 6-9 and 10[5] renumbered 376-380 in 1973.

Nos. 376-380 [6-9],[10[5]] transferred to Calderdale JOC in 1974.

## **1960**

**11-18; LJX11-18; AEC Regent V; 2D3RA764-771; MCCW; H40/32F**  
**21-28; MJX21-28; Leyland PD2/37; 601194-7/258-61; MCCW; H40/32F**

Withdrawn 1970 (14,18).

Nos. 11-13/15-17 transferred to Halifax JOC in 1970.

Nos. 21-28 transferred to West Yorkshire PTE [WYPTE] 1.4.74 (renumbered 3021-3028).



No. 3 (KCP3) was one of nine Leyland Royal Tiger Worldmasters purchased in 1958. All had Weymann 42-seat bodies. (David Mitchell).

## **1962**

**31-34; PJX31-34; Leyland L1; 611922/3/36/52; Weymann; B42F**  
**35-39; PJX35-39; Leyland L1; 612074/5/87/8/362; Weymann; B42F**  
**41-48; PJX41-48; Leyland PD2/37; 622178-81/214-7; Weymann; H36/28F**

Nos. 37-39/41/42 transferred to Halifax JOC 1971 (renumbered 229/230/239/209/210 respectively).

Nos. 31-36/43-48 to WYPTE 1.4.74 (renumbered 3031-3036/3043-3048).

## **1964**

**40; LUA440; AEC Regent III; 09611214; Roe; H31/25R**  
**49; LUA427; AEC Regent III; 9621E2345; Roe; H31/25R**  
**51-58; TCP51-58; Leyland PD3/4; L01366-9/421-4; Weymann; H40/32F**  
**99; BCP544; AEC Regal; 9621E067; Roe; B33F**

Nos. 40/49 ex-Leeds Corporation (Nos. 440/427 respectively, new 1948 and 1947 respectively).

No. 99 transferred from Halifax JOC October 1964 (ex-JOC 269). It was transferred back in November 1964 (and renumbered 268).

No. 40 transferred to Halifax JOC in 1965 (renumbered 440).

Nos. 51-58 to WYPTE 1.4.74 (renumbered 3051-3058).

Withdrawn 1965 (49).

## **1965**

**19-20; TWJ505-506; AEC Monocoach; MC3RV110/1; Park Royal; B44F  
59-63; CCP159-63C; Leyland PD2/37; L209324/5/44-46; Roe; H37/28F  
64-66; CCP164-66C; Leyland PD2/37; L21074-76; Roe; H37/28F**

Nos. 19-20 ex-Sheffield JOC (Nos. 1205/1206, new 1955). Transferred to Halifax JOC in 1967 (renumbered 219/220).

Nos. 59-66 to WYPTE 1.4.74 (renumbered 3059-3066).

## **1966**

**67-69; DCP67-69D; Leyland PD2/37; L41707/708/815; Weymann; H36/28F  
70-74; DCP70-74D; Leyland PD2/37; L42118-121; Weymann; H36/28F  
99-105; ECP679-85D; Daimler CRG6LX; 61242-248; NCME; H43/32F**

No. 103 transferred to Halifax JOC in 1971 (renumbered 293).

Nos.67-74/99-102/104-105 to WYPTE 1.4.74 (renumbered 3067-74/3099-3102/3104-3105).

## **1967**

**97-98; GJX317-18F; Daimler CRG6LX; 61444-445; NCME; H43/31F  
106-108; FJX506-08E; Daimler SRG6LX/33; 61441-443; Willowbrook; B45F**

Nos. 97-98/106-108 to WYPTE 1.4.74 (renumbered 3097-3098/3106-3108).



No. 100 (ECP680D) at the Cow Green/Bull Green roundabout in April 1972. It was a 1966 Daimler CRG6LX with Northern Counties 75-seat bodywork. (John Kaye).



## **1968**

**95-96; JJX595-96G; Daimler CRG6LX; 62801-802; NCME; H43/32F  
111; JJX371G; Daimler SRG6LX/33; 62931; Willowbrook; B45F  
194-195; DCP847-848; Daimler CVG6; 18579/580; MCCW; H33/26R**

Nos. 194/195 transferred from Halifax JOC (ex-JOC nos. 294/295, new 1954).

Nos. 95-96/111 to WYPTE 1.4.74 (renumbered 3095-3096/3111).

Withdrawn 1968 (194-195).

## **1969**

**109-110; KCP379-80G; Daimler SRG6LX/33; 62805-806; Pennine; B45F  
112-114; KCP422-24G; Daimler SRG6LX/33; 62932-934; Willowbrook; B45F**

Nos. 109-110/112-114 to WYPTE 1.4.74 (renumbered 3109-3110/3112-3114).

## **1970**

**87; MJX14J; Daimler CRG6LX; 63941; NCME; H43/31F  
88-93; MJX8-13J; Daimler CRG6LX; 63942-947; NCME; H43/31F  
94; LJX404H; Daimler CRG6LX; 62935; NCME; H43/31F**

Nos. 87-94 to WYPTE 1.4.74 (renumbered 3087-3094).



No. 96 (JJK596G) in Warley Road, Halifax c.1969. It was a 1968 Daimler CRG6LX Fleetline with Northern Counties 75-seat bodywork. (David Mitchell).

**1971**

**75; NCP475; AEC Regent V; 2D3RA920; MCCW; H39/32F  
76; RCP237; AEC Regent V; 2D3RA1131; NCME; H39/32F  
103; BHD222C; Daimler CRG6LX; 61456; Alexander; H44/31F  
123-124; PCP803-804; AEC Reliance; 2MU3RA3923/21; Alexander; B43F**

Nos. 75-76/123-124 ex-Hebble MS (614/619/664/665).

No. 103 ex-Yorkshire Woollen District (146).

Nos. 75-76 transferred to Calderdale JOC in 1972 (renumbered 375-376).

Nos. 103/123 to WYPTE 1.4.74 (renumbered 3103/3123).

Withdrawn 1972 (124).

**1972**

**1-5; SCP341-45L; Leyland PSU4B/2R; 7202388-92; Plaxton; B45F  
82-86; RCP272-76K; Daimler CRG6LX; 66119-123; NCME; H43/31F**

Nos. 1-5/82-86 to WYPTE 1.4.74 (renumbered 3001-3005/3082-3086).

**1973**

**6-10; UJX916-20M; Leyland PSU4B/2R; 7302898-901/3491; Plaxton; B45F**

Nos. 6-10 to WYPTE 1.4.74 (renumbered 3006-3010).

**1974**

**37; PJX37; Leyland L1; 612087; Weymann; B42F**

No.37 transferred from Calderdale JOC (ex-JOC No.229).

To WYPTE 1.4.74 (renumbered 3037).

**Halifax Joint Omnibus Committee  
Bus Fleet List  
1929-1971**

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

**Initial Fleet 1.4.1929**

**1-6; CP5734-5739; Karrier CL6; 38003-5/7/8/6; Hall Lewis; B26F  
21-23; CP4987-4989; Dennis 50cwt; 45261/60/59; Strachan & Brown; B26F  
30; CX8989; Karrier CY6; 50502; Hall Lewis; B25F  
31-36; CP6221-6226; Karrier CL6; 38041/4/2/6/5/3; Hall Lewis; B26F  
37; CP5850; Karrier CL4; 35041; Hall Lewis; B26F  
38; CP5479; Karrier CL4; 35034; Hall Lewis; B26F  
39; CP5123; Karrier CL4; 3500?; Hall Lewis; B26F  
40; CP5478; Karrier CL4; 35029; Hall Lewis; B26F  
41; CP4722; Karrier JK; 10312; ? ; B32F  
42; CX8039; Karrier JK; 10310; ? ; B32F  
43-48; CP6925-6930; Karrier WL6; 42111/10/14/12/13/06;  
Harris & Hassall; B32D**

All the above vehicles were transferred from Halifax Corporation on 1.4.29.  
Withdrawn 1930 (39), 1931 (5/6/30/37/38/40-46), 1932 (31-36/47/48), 1933 (2-4/21-23), 1934 (1).

**1929**

**70-71; CP3750-3751; Leyland SG9; 13188/84; Leyland; B38F  
72; CP4692; Albion PJ26; 5008J; Knape; B26F  
73; CP5295; Albion PJ26; 5008K; Knape; B26F  
74; CP5610; Karrier KL; 5706; Karrier; B35F  
75; CP5970; Albion PM28; 7013B; ? ; B32F  
76-77; CP5968-5969; Albion PM28; 7016G/16J; Massey; B32F  
78; CP6096; Karrier CL6; 38022; Davidson; B32F  
79-80; CP6762-6763; Albion PM28; 7029C/34A; ? ; B32F  
81-82; CP6766-6767; Albion PM28; 7036B/35A; ? ; B32F  
83; CH7903; Leyland PLSC3; 47396; LMS; B32R  
84; CH7909; Leyland PLSC3; 47402; LMS; B32R**

Nos. 70-82 transferred from LMS/LNER Railways 1.11.29 (ex-Hebble MS Nos. 3/4/11/12/21/25/29/30/32/40/41/44/45).

Nos. 83/84 ex-LMS Railway (Nos. 12F/18F).

Nos. 72/73 re-seated to B20F around 1932.

Withdrawn 1931 (70/71/74/78), 1933 (72/73/75-77), 1934 (79-84).

**1930**

**60; WU5818; Gotfredson; 40172; ? ; B16F**  
**61; WU3768; Gotfredson; 40167; ? ; B16F**  
**62; WW596; Albion PJ26; 5022E; ? ; B26?**  
**63; WW6847; Albion PM28; 7031J; ? ; B32?**  
**64; WW7526; Albion PM28; 7024A; ? ; B32?**  
**65; YX3450; Gilford; ? ; ? ; C24?**  
**66; CP8168; AEC Regent; 661125; Short Bros; H26/24RO**  
**67-69; CP8646-8648; AEC Regent; 6611000/126/001; Short Bros;**  
**H26/24RO**

Nos. 60-65 ex-Garrad and Sons, Greetland, 1.1.30.

Withdrawn 1930 (60/61), 1932 (65), 1933 (62), 1934 (63/64), 1937 (67), 1938 (66/68-69).

**1931**

**85-86; CP9062-9063; AEC Regent; 6611554/162; Hoyal; H26/24RO**  
**87-89; CP9079-9081; AEC Regent; 6611018/557/556; Hoyal; H26/24RO**  
**91-94; CP9064-9067; AEC Regal; 6621019/8/20/662489; English Electric;**  
**B32R**  
**95-96; CP9068-9069; AEC Regent; 6611559/58; Hoyal; H26/24RO**  
**97-98; CP9440-9441; AEC Regal; 6621106/8; English Electric; B32R**

Withdrawn 1938 (91-98), 1939 (85-89).

## **1932**

**90; CP9439; AEC Regent; 6611717; Hoyal; H28/24RO**  
**99-102; JX42-45; AEC Regal; 6621132/1/3/23; English Electric; B32R**  
**103-105; JX46-48; AEC Regent; 6611713/2/880; English Electric;**  
**H26/24RO**

**125; WX7668; AEC Regal4; 642006; Burlingham; C32R**  
**131-132; JX49-50; AEC Ranger; 665036/37; English Electric; B20F**

Nos. 131/132 re-seated to B26F around 1935.

No. 125 ex-Avison, Huddersfield (new 1931).

Withdrawn 1938 (90/125), 1939 (99-102), 1945 (131/132), 1948 (103-105).

## **1933**

**126-130; JX326-330; AEC Regal; 06621146-50; English Electric; B32R**  
**133-136; JX331-334; AEC Regent; 06612133-36; English Electric;**  
**H26/24RO**

Nos. 133-136 rebuilt with enclosed staircases 1936.

Withdrawn 1945 (128/129), 1948 (126/133-136), 1949 (127/130).



**1934**

**106; YG4626; Commer Centurion; 56020; ? ; B20F**

**137-138; JX1787/1789; AEC Regent; 06612694/92; Park Royal; H26/26R**

**139-140; JX2039-2040; AEC Regent; 06612714/15; English Electric;**

**H30/24R**

**141-142; JX1914-1915; AEC Regent; 06612711/13; Roe; H25/26R**

**143-144; JX1954-1955; AEC Regal; 06621575/76; Park Royal; B32R**

**145-146; JX2106-2107; AEC Regal; 06621577/78; English Electric; B32R**

**147; YG3715; Leyland TD2; 1553; Leyland; L27/24R**

**148; YG710; Leyland TD2; 1552; Leyland; L27/24R**

**149; WX2073; AEC Reliance; 660226; Taylor; B32F**

**150-151; WX3258/3260; Leyland TS2; 60734/31; Leyland; B30F**

**152-155; JX2297-2300; AEC Regent; 06612898-901; Roberts; H28/26R**

No. 106 ex-Halstead, Greetland (new 1933).

Nos. 147-151 ex-Ripponden and District MS.

Nos. 152-155 re-seated to H30/26R in 1934.

Nos. 137-138 re-seated to H30/26R in 1936.

Nos. 141-142 re-seated to H28/26R in 1936.

Withdrawn 1935 (149-151), by 1936 (106/147-148), 1948 (137/139/140-142),

1949 (138/143-146/153-155), 1950 (152).

## **1935**

**156; YG3959; Commer Centaur; 46148; ? ; B20F**

**157; JX3426; AEC Regal; 06621779; Roe; B32R**

**158-159; JX3427-3428; AEC Regal; 06621771/72; Park Royal; B32R**

No. 156 ex-Walton and Halliwell, Mytholmroyd (new 1933).

Withdrawn 1937 (156), 1949 (157-158), 1950 (159).

## **1936**

**160; JX3726; AEC Regent; 06613780; Park Royal; H30/26R**

**161; JX3731; AEC Regent; 06613785; Park Royal; H30/26R**

**162; JX3730; AEC Regent; 06613784; Park Royal; H30/26R**

**163; JX3729; AEC Regent; 06613783; Park Royal; H30/26R**

**164; JX3727; AEC Regent; 06613781; Park Royal; H30/26R**

**165; JX3733; AEC Regent; 06613787; Park Royal; H30/26R**

**166; JX3732; AEC Regent; 06613786; Park Royal; H30/26R**

**167; JX3728; AEC Regent; 06613782; Park Royal; H30/26R**

**168-169; JX3735-3736; AEC Regent; 06613789/90; Park Royal; H30/26R**

**170; JX3734; AEC Regent; 06613788; Park Royal; H30/26R**

**171; JX3737; AEC Regent; 06613791; Park Royal; H30/26R**

Withdrawn 1949 (164-166), 1950 (162/163/167/168), 1951 (160/161/169-171).

**1937**

**172-179; JX5265-5272; AEC Regent; 06615118-25; Park Royal; H30/26R**

Withdrawn 1947 (175-177/179), 1950 (172/173), 1951 (174/178).

**1938**

**180; JX6574; AEC Regent; 06616084; Roe; H31/25R**

**181; JX6571; AEC Regent; 06616085; Roe; H31/25R**

**182; JX6575; AEC Regent; 06616086; Roe; H31/25R**

**183; JX6572; AEC Regent; 06616087; Roe; H31/25R**

**184; JX6576; AEC Regent; 06616088; Roe; H31/25R**

**185; JX6573; AEC Regent; 06616089; Roe; H31/25R**

**186-187; JX6577-6578; AEC Regent; 06616090-91; Roe; H31/25R**

**188; JX6561; AEC Regal; 06622947; Park Royal; B32R**

**189; JX6579; AEC Regal; 06622937; Roe; B32R**

**190; JX6582; AEC Regal; 06622938; Roe; B32R**

**191; JX6580; AEC Regal; 06622939; Roe; B32R**

**192; JX6583; AEC Regal; 06622940; Roe; B32R**

**193; JX6581; AEC Regal; 06622941; Roe; B32R**

**194; JX6584; AEC Regal; 06622942; Roe; B32R**

Withdrawn 1949 (189/192-194), 1950 (180/181/188/190/191), 1952 (182-187).

## **1939**

**195-197; JX7701-7703; AEC Regal; 06623389-91; Park Royal; B32R**  
**198-199; JX7704-7705; Leyland KPZ03; 201270/71; Park Royal; B20F**  
**200; JX6939; AEC Regent; 06616421; Park Royal; H30/26R**  
**201-202; JX6936-6937; AEC Regent; 06616338/39; Park Royal; H30/26R**  
**203; JX6938; AEC Regent; 06616420; Park Royal; H30/26R**  
**204-208; JX7706-7710; AEC Regent; 06616597-601; Roe; H31/25R**

Withdrawn 1946 (198/199), 1949 (195/196), 1950 (197), 1954 (200-208).

## **1947**

**209-212; JX9405-9408; AEC Regent III; 0961235-38; Roe; H31/25R**  
**217-226; ACP401-410; AEC Regent III; 09611242-51; Park Royal; H30/26R**

Nos. 209-212 transferred from Halifax Corporation (ex-Halifax 305-308).

Nos. 209-212 transferred to Halifax Corporation in 1954 as Nos. 34/35/33/32 respectively.

Nos.217-226 re-seated to H33/26R in 1957/8.

Nos. 217/218 transferred to Halifax Corporation in 1954 as Nos. 31/30 respectively.

Withdrawn 1958 (222/223/226), 1960 (219-221/224/225).

**1948**

**213-216; ACP627-630; AEC Regent III; 09611265/66/60/63; Roe; H31/25R**  
**227-229; ACP411-413; AEC Regent III; 09611252-54; Park Royal; H30/26R**  
**230-234; ACP795-799; AEC Regent III; 9612E1284/81/87/88/56; Park Royal; H30/26R**  
**235-239; AJX361-365; AEC Regent III; 9612E1294-8; Park Royal; H30/26R**  
**240-244; AJX366-370; AEC Regent III; 9612E1300-3/1299; Park Royal; H30/26R**

Nos. 227-229/235-239/242-244 re-seated to H33/26R in 1957/8.

No. 215 renumbered 315 in 1959.

Nos. 235-239/241/242/244 renumbered 335-339/341/342/344 in 1961.

Withdrawn 1958 (213/214/216), 1960 (215[315], 227-234/240/243), 1962 (235-239/241/242/244[335-339/341/342/344]).



No. 215 (ACP629), a 1948 AEC Regent III with Roe 56-seat bodywork. It was re-numbered 315 in 1959 and withdrawn the following year. (LTHL collection).

**1949**

**245-250; AJX371-376; AEC Regent III; 9612E1304-09; Park Royal; H30/26R**  
**251-256; AJX841-846; AEC Regal III; 9621E058-60/2/4/1; Roe; B32R**  
**257-262; AJX847-852; AEC Regal III; 9621E065/3/6/55-7; Roe; B32R**  
**263-265; BCP538-540; AEC Regal III; 9621E689/90/88; Roe; B32R**  
**266-269; BCP541-544; AEC Regal III; 9621E769-71/9621E067; Roe; B32R**

Nos. 245-250 re-seated to H33/26R in 1957/8, renumbered 345-350 in 1961.

Nos. 251/256-259/261-269 were rebuilt to B33F in 1953/4.

Nos. 252-255/260 re-seated to B36R in 1954.

No. 269 transferred to Halifax Corporation in October 1964 (renumbered No.99).

Withdrawn 1958 (263/265), 1962 (252-255/260/245[345]/249[349]/250[350]),  
1963 (251/256-259/261/262/264/266/267), 1964 (268), 1965 (246-248[346-348]).



BCP544 was a 1949 AEC Regal III with Roe 32-seat bodywork, originally No. 269 it was transferred to the Corporation fleet in 1964 and re-numbered 99. It was transferred back later that year as No. 268; finally re-numbered 258 in 1966, it was withdrawn later that year. (Roger Cox).



## **1950**

**270-274; BCP664-668; AEC Regent III; 9612E5011/3/6/2/4;**

**Park Royal; H30/26R**

**275-279; BCP669-673; AEC Regent III; 9612E5017/5/8/20/1;**

**Park Royal; H30/26R**

**280-283; BCP674-677; AEC Regent III; 9612E5022/19/23/24;**

**Park Royal; H30/26R**

Nos. 270-283 re-seated to H33/26R in 1956/7.

Nos. 270-283 renumbered 370-383 in 1959.

No. 277[377] renumbered to 277 in 1967.

Withdrawn 1964 (280[380]/282[382]/283[383]), 1965 (270[370]/271[371]/274[374]/281[381]), 1966 (272[372]/273[373]/278[378]/279[379]), 1967 (277/275[375]/276[376]).

## **1954**

**284-293; DCP843-852; Daimler CVG6; 18575-84; MCCW; H33/26R**

No. 288 re-seated to H33/28R at some time.

Nos. 284-293 renumbered 390-399 in 1962. Renumbered again in 1964 to 290-299.

Nos. 288[294[394]]/289[295[395]] transferred to Halifax Corporation in 1968 (renumbered 194/195).

Withdrawn 1967 (290-293[296-299[396-399]]), 1968 (284-287[290-293[390-393]]).

**1959**

**201-208; KCP10-17; Leyland PD3/4; 582209-11/20/69-72; MCCW; H40/32F**

Nos. 201-208 transferred to Calderdale JOC 6.9.71 (as Nos. 201-208).

**1960**

**211-218; LJX211-218; AEC Regent V; 2D3RA756-63; MCCW; H40/32F  
221-228; MCP221-228; Leyland PD2/37; 601299-302/12-15; MCCW;  
H40/32F**

Nos. 211-218/221-228 transferred to Calderdale JOC 6.9.71 (as Nos. 211-218/221-228).

**1961**

**231; OCP231; Leyland L2; 602941; Weymann; B34D**

Modified to B42F in 1963 and re-seated to B44F in 1964.  
Transferred to Calderdale JOC 6.9.71 (as No. 231).



No. 226 (MCP226) was a 1960 Leyland PD2/37 with MCCW 72-seat bodywork. Seen here in Queensbury, Bradford in 1968, awaiting a departure to Halifax. (David Mitchell).

**1962**

**232-238; PJX232-238; Leyland L1; 61229/30/53/54/69/98/99; Weymann;  
B42F  
241-248; PJX241-248; Leyland PD2/37; 622230-33/317-20; Weymann;  
H36/28F**

No. 232 re-seated to B41F around 1964.

Nos. 232-238/241-248 transferred to Calderdale JOC 6.9.71 (as Nos. 232-238/241-248).

**1963**

**250-259; RJX250-259; Albion NS3AN; 82067B-F/H/J/K/82068B/C;  
Weymann; B31F**

Nos. 252-256 renumbered 352-356 in 1966.

Withdrawn 1965 (257-259), 1966 (250/251), 1967 (252-256[352-356]).

## **1964**

**268; BCP544; AEC Regal III; 9621E067; Roe; B33F  
269-270; AJX269-70B; Leyland L2; L22240/41; Willowbrook; DP43F  
420; LUA420; AEC Regent III; 09611207; Roe; H31/25R  
422; LUA416; AEC Regent III; 09611203; Roe; H31/25R  
423; LUA423; AEC Regent III; 09611210; Roe; H31/25R**

Nos. 420/422/423 ex-Leeds Corporation (Nos. 420/416/423 respectively, new 1947).

They were not repainted in JOC livery.

No. 422 was initially numbered 418 for a short time.

No. 268 was transferred from Halifax Corporation in November 1964 (No. 99 [Originally JOC No. 269 of 1949]). Renumbered 258 in 1966.

Nos. 269-270 transferred to Calderdale JOC 6.9.71 (as Nos. 269-270).

Withdrawn 1965 (420/422/423), 1966 (268[258]).



No. 423 (LUA423) was a 1947 AEC Regent III with Roe 56-seat bodywork purchased from Leeds in 1964 to cover for the late delivery of new buses. (David Mitchell).

**1965**

**200; MBY347; AEC Reliance; MU3RV202; Park Royal; C41C**  
**266; ACP920; AEC Regent III; 9612E1291; Park Royal; H30/26R**  
**267; CJX275C; Leyland L2; L42412; Willowbrook; DP41F**  
**278-279; CCP523-24C; Leyland PD2/37; L21002/3; Roe; H37/28F**  
**280-282; CJX320-22C; Leyland PD2/37; L21004/5/44; Weymann; H36/28F**  
**283-286; CJX323-26C; Leyland PD2/37; L42258/379-81; Weymann;**  
**H36/28F**  
**287-289; CJX327-29C; Leyland PD2/37; L42408/9/257; Weymann;**  
**H36/28F**  
**308; ACP392; Leyland PD2/1; 480637; Leyland; H30/26R**  
**440; LUA440; AEC Regent III; 9612E2345; Roe; H31/25R**

No. 200 ex-Holloway Coaches, Scunthorpe. Renumbered 260 in 2/66, 200 in 6/66 and 256 in 1967. It was rebodied by Plaxton to C43F in 1967.

Nos. 266/308/440 transferred from Halifax Corporation (Nos. 66/108/40 respectively).

No. 200[256[260[200]]]/267/278-289 transferred to Calderdale JOC 6.9.71 (as 256/267/278-289).

Withdrawn 1965 (308/440), 1966 (266).

**1966**

**249-255; ECP949-55D; AEC Reliance; 6MU3R6576-82; Pennine; B39F  
260; TGJ484; AEC Reliance; MU3RV1407; Burlingham; C41F  
261; NRK350; AEC Reliance; MU3RV463; Park Royal; C41C  
262; PXO974; AEC Reliance; MU3RV462; Park Royal; C41C  
263; TGJ486; AEC Reliance; MU3RV1409; Burlingham; C41F  
264; TGJ485; AEC Reliance; MU3RV1408; Burlingham; C41F  
265-266; EJX65-66D; AEC Reliance; 6MU3R6574/5; Willowbrook; DP41F  
268; DJX143D; Leyland L2; L60476; Willowbrook; DP41F**

Nos. 260-264 ex-Timpson, London.

Nos. 260/261/263/264 renumbered in October 1967 to 259/257/261/260. No.257 renumbered 258 and No. 262 renumbered 257 in November 1967.

Nos. 249-255/265-266/268 transferred to Calderdale JOC 6.9.71 (as Nos. 249-255/265-266/268)

Nos. 262[257]/261[258[257]]/260[259] transferred to Calderdale JOC 6.9.71 (as Nos. 257/258/259)

Withdrawn 1971 (264[260]/263[261]).





Acquired from Timpsons in 1966 was No. 264 (TGJ485), a 1957 AEC Reliance with Burlingham 'Seagull' 41-seat coachwork. (John Kaye).

**1967**

**219-220; TWJ505-506; AEC Monocoach; MC3RV110/1; Park Royal; B44F  
297-298; DCP841-842; Daimler CVG6; 18573/74; Roe; H33/25R  
300-304; FCP300-04E; Dennis Loline; 1178-82L3AF2F1; NCME; H41/33F**

Nos. 219/220/297/298 transferred from Halifax Corporation (Nos. 19/20/97/98).  
Withdrawn 1969 (219/220), 1970 (297/298/300-304).

**1968**

**200; ODK770; AEC Reliance; MU3RV941; Burlingham; C41F  
262-264; JCP322-24F; AEC Reliance; 6MU3R6989/90/99; Willowbrook;  
DP41F  
290-291; JJX597-98G; Daimler CRG6LX; 62803/4; NCME; H43/31F  
295-296; DCP839-840; Daimler CVG6; 18571/72; Roe; H33/25R**

No. 200 ex-Streamline Taxis, Rochdale.

Nos. 295/296 transferred from Halifax Corporation (Nos. 95/96).

Nos. 262-264/290 transferred to Calderdale JOC 6.9.71 (as Nos. 262-264/290).

Withdrawn 1969 (200/295/291), 1970 (296).

## **1969**

**273-275; KCP873-75G; AEC Reliance; 6MU2R7168-70; Plaxton; C43F  
276-277; KCP876-77G; AEC Reliance; 6MU2R7171/2; Plaxton; DP43F**

Nos. 273-277 transferred to Calderdale JOC 6.9.71 (as Nos. 273-277).

## **1970**

**11-13; LJX11-13; AEC Regent V; 2D3RA764-66; MCCW; H40/32F  
15-17; LJX15-17; AEC Regent V; 2D3RA768-70; MCCW; H40/32F  
291-292; LJX403/402H; Daimler CRG6LX; 63873/62936; NCME; H43/31F  
315-317; MJX15-17J; Seddon RU; 46516-18; Plaxton; DP45F**

Nos. 11-13/15-17 transferred from Halifax Corporation (Nos. 11-13/15-17).

Nos. 11/12 renumbered 311/312 later in 1970.

Nos. 11[311]/12[312]/291-292/315-317 transferred to Calderdale JOC 6.9.71 (as Nos. 311/312/291/292/315-317 respectively).

Withdrawn 1970 (13, 15-17).



New in 1969 was No. 276 (KCP876G) an AEC Reliance with Plaxton Derwent 43-seat dual purpose body, seen here in 1970 on a private hire to Wembley. (John Kaye).

**1971**

**209-210; PJX41-42; Leyland PD2/37; 622178/79; Weymann; H36/28F  
229-230; PJX37-38; Leyland L1; 612087/88; Weymann; B42F  
239; PJX39; Leyland L1; 621362; Weymann; B42F  
260-261; OJX60-61K; AEC Reliance; 6MU2R7733/4; Plaxton; DP45F  
271-272; NJX854-55J; AEC Reliance; 6MU2R7744/5; Plaxton; C43F  
293; ECP683D; Daimler CRG6LX; 61246; NCME; H43/32F  
294; DJX351D; Daimler CRG6LX; 61480; NCME; H43/31F  
300-304; GJX327-331; Daimler CVG6; 19076-80; Roe; H37/28R  
305-307; 5875-5877W; Leyland L1; 600137/8/289; Burlingham; DP41F  
308-309; 5878-5879W; Leyland L1; 600290/302; Burlingham; DP41F  
310; AJX410B; AEC Regent V; 2D3RA1528; Weymann; H40/30F  
313; AJX409B; AEC Regent V; 2D3RA1527; Weymann; H40/30F  
314; NCP474; AEC Regent V; 2D3RA919; MCCW; H39/32F  
318-319; NCP382-383; AEC Reliance; 2MU3RV2930/1; Park Royal; B43F  
358-359; NHE9-10F; Leyland PSU4/4R; 702236/37; Marshall; B45F**

Nos. 209/210/229/230/239/293/300-304 transferred from Halifax Corporation (Nos. 41/42/37/38/39/103/115-119 respectively).

Nos. 305-307/310/313/314/318-320 ex-Hebble Motor Services (Nos. 656-658/621/620/613/660/661/669 respectively).

Nos. 294/308/309 ex-Yorkshire Woollen District (Nos. 147/293/294 respectively).

**1971 (continued)**

Nos. 358-359 ex-Yorkshire Traction (Nos. 509/510 respectively).

Nos. 209-210/229-230/239/260-261/271-272/293-294/300-310/313-314/318-319/358-359 transferred to Calderdale JOC 6.9.71 (as Nos. 209-210/229-230/239/260-261/271-272/293-294/300-310/313-314/318-319/358-359).



No. 305 (5875W) was a 1960 Leyland Leopard L1 with Burlingham 41-seat dual purpose bodywork. It had been new to Sheffield JOC but came via Hebble MS along with a number of other vehicles in 1971. (John Kaye).

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Additional information, corrections and photographs are always welcome.  
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