

# Calderdale Joint Omnibus Committee



1971 - 1974

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Cover Illustration: Calderdale JOC No. 325 (NWW89E) was a 1967 Leyland L1 with Willowbrook bodywork, formerly Todmorden JOC No. 9, seen here in 1972 about to depart for Bacup. (John Kaye).

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## **Calderdale Joint Omnibus Committee 1971-1974**

Initial talks between Todmorden Joint Omnibus Committee and the Halifax Joint Omnibus Committee about a possible merger of the two fleets had begun in 1969; however, the matter was deferred at the request of Todmorden Council. The talks re-commenced on the 17th March 1971 and in April 1971 the two Councils agreed in principle to the merger.

In April 1971 the General Manager of Todmorden JOC, Mr. W. Metcalfe retired and the General Manager of Halifax JOC, Mr. G. Hilditch, assumed responsibility for the Todmorden fleet, pending the final merger. Although this was not finally concluded until later in the year, the Todmorden fleet was almost immediately renumbered into the Halifax JOC fleet.

In July 1971 a new organisation, under the title of the Calderdale Joint Omnibus Committee, was set up, consisting of members of the former JOC's; the final merger being completed on the 6th September 1971. From this date the former Halifax and Todmorden JOC's ceased to operate vehicles as separate undertakings and became the Calderdale Joint Omnibus Committee. All vehicles bore the former Halifax JOC livery of green and orange but with Calderdale legal lettering. The former Todmorden routes were incorporated with those of the former Halifax JOC and Todmorden's Millwood depot was retained on behalf of the new JOC.

The initial fleet comprised of some 27 former Todmorden vehicles, of which 4 were withdrawn without entering service, and some 114 former Halifax vehicles.

In 1972 the JOC acquired 4-ex Maidstone and District AEC Regent V's as a stopgap measure following the non-arrival of newly ordered vehicles. Two of these had lowbridge bodies and were allocated to Todmorden depot, which, because of a low entrance, could not accommodate highbridge vehicles. The first new buses, Daimler CRG6LX Fleetlines, arrived in May, June and July 1972 (numbered 297-306) and in 1973 three more Fleetlines arrived. The final purchase for the Calderdale JOC was of two more Fleetlines in the early months of 1974.

One-man-operation commenced on JOC routes on 9th October 1972 with the Halifax to Brighouse service being among the first to be converted.

In view of the anticipated merger of municipal undertakings into the West Yorkshire Passenger Transport Executive, due to take effect from the 1st April 1974, the representatives of the former railway holdings, now held by the Amalgamated Passenger Transport Company (APT), indicated their intention to terminate the previous JOC agreements. The West Yorkshire Passenger Transport Executive acquired the APT holding on 1st April 1974, along with the bus interests of the Calderdale JOC, terminating over 45 years of joint operation in the Halifax area.

## **Bus Fleet List 1971-1974**

**The following vehicles were transferred from Halifax JOC on 6.9.71.**

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

**201-208; KCP10-17; Leyland PD3/4; MCCW; H40/32F; 1959**  
**209-210; PJX41-42; Leyland PD2/37; Weymann; H36/28F; 1962**  
**211-218; LJX211-218; AEC Regent V; MCCW; H40/32F; 1960**  
**221-228; MCP221-228; Leyland PD2/37; MCCW; H40/32F; 1960**  
**229-230; PJX37-38; Leyland L1; Weymann; B42F; 1962**  
**231; OCP231; Leyland L2; Weymann; B44F; 1961**  
**232-238; PJX232-238; Leyland L1; Weymann; B42F; 1962**  
**239; PJX39; Leyland L1; Weymann; B42F; 1962**  
**241-248; PJX241-248; Leyland PD2/37; Weymann; H36/28F; 1962**  
**249-255; ECP949-54D; AEC Reliance; Pennine; B39F; 1966/7**  
**256; MBY347; AEC Reliance; Plaxton; C43F; 1954**  
**257; PXO974; AEC Reliance; Plaxton; C43F; 1955**  
**258; NRK350; AEC Reliance; Plaxton; C43F; 1955**  
**259; TGJ484; AEC Reliance; Plaxton; C43F; 1957**

**Initial Fleet 6.9.71 (continued)**

**260-261; OJX60-61K; AEC Reliance; Plaxton; DP45F; 1971**  
**262-264; JCP322-24F; AEC Reliance; Willowbrook; DP41F; 1968**  
**265-266; EJX65-66D; AEC Reliance; Willowbrook; DP41F; 1966**  
**267; CJX275C; Leyland L2; Willowbrook; DP41F; 1965**  
**268; DJX143D; Leyland L2; Willowbrook; DP41F; 1966**  
**269-270; AJX269-70B; Leyland L2; Willowbrook; DP43F; 1964**  
**271-272; NJX854-55J; AEC Reliance; Plaxton; C43F; 1971**  
**273-275; KCP873-75G; AEC Reliance; Plaxton; C43F; 1969**  
**276-277; KCP876-77G; AEC Reliance; Plaxton; DP43F; 1969**  
**278-279; CCP523-24C; Leyland PD2/37; Roe; H37/28F; 1965**  
**280-289; CJX320-29C; Leyland PD2/37; Weymann; H36/28F; 1965/6**  
**290; JJX597G; Daimler CRG6LX; NCME; H43/31F; 1968**  
**291-292; LJX403/402H; Daimler CRG6LX; NCME; H43/31F; 1970**  
**293; ECP683D; Daimler CRG6LX; NCME; H43/32F; 1966**  
**294; DJX351D; Daimler CRG6LX; NCME; H43/31F; 1966**  
**300-304; GJX327-331; Daimler CVG6; Roe; H37/28R; 1956**  
**305-309; 5875-5879W; Leyland L1; Burlingham; DP41F; 1960**  
**310; AJX410B; AEC Regent V; Weymann; H40/30F; 1964**  
**311-312; LJX11-12; AEC Regent V; MCCW; H40/32F; 1960**  
**313; AJX409B; AEC Regent V; Weymann; H40/32F; 1964**

**Initial Fleet 6.9.71 (continued)**

**314; NCP474; AEC Regent V; MCCW; H39/32F; 1960**  
**315-317; MJX15-17J; Seddon RU; Plaxton; DP45F; 1970**  
**318-319; NCP382-383; AEC Reliance; Park Royal; B43F; 1961**  
**320; BJX134C; AEC Reliance; Park Royal; DP39F; 1965**  
**359-360; NHE9-10F; Leyland PSU4/4R; Marshall; B45F; 1968**

Nos. 302-304 renumbered 382-384 in 1972.

No. 310 renumbered 312 in 1973.

No. 229 transferred to Halifax Corporation in 1974 (renumbered 37).

Withdrawn 1972 (212/214/216/300/301/305-309/311/312/314/318/319), 1973  
(225/302[382]/304[384]), 1974 (303[383]).

Nos. 201-11/213/215/217/218/221-224/226-228/230-239/241-294/  
310[312]/313/315-317/320/359-360 transferred to West Yorkshire PTE (WYPTE) on  
1.4.74 (all renumbered with prefix 3XXX, except Nos. 256-259 and 271-275 which  
retained those fleet numbers).

No. 304[384] although withdrawn passed to WYPTE.



Halifax JOC No. 316 (MJX16J), a 1970 Seddon RU with Plaxton Derwent 45-seat dual purpose body. Seen here in April 1971 en route to Leeds, it passed to Calderdale JOC in September retaining its fleet number. (John Kaye).



**The following vehicles were transferred from Todmorden JOC on 6.9.71.**

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

**321-323; 1880-1882WA; Leyland L2; ECW; C41F; 1961**  
**324-325; NWW88-89E; Leyland L1; Willowbrook; B43F; 1967**  
**326-327; NWW90-91E; Leyland L1; Willowbrook; DP43F; 1967**  
**328-329; BWU688-89H; Leyland L1; Pennine; DP43F; 1969**  
**330-333; BWU690-93H; Leyland PSU4A/2R; Pennine; B43F; 1969**  
**334; 634WY; Leyland L1; East Lancs; B44F; 1961**  
**335-336; 520-521BWT; Leyland L1; East Lancs; B44F; 1961**  
**337-338; 572-573EYG; Leyland L1; East Lancs; B44F; 1964**  
**339; URR355; Leyland PSUC1/1; MCCW; B44F; 1956**  
**340; YAL366; Leyland PSUC1/1; MCCW; B44F; 1958**  
**351; HWY36; Leyland PD2/1; Leyland; L27/26R; 1950**  
**352; JWY824; Leyland PD2/1; Leyland; L27/26R; 1950**  
**353; KWX12; Leyland PD2/12; Leyland; L27/26R; 1951**  
**354; KWX14; Leyland PD2/12; Leyland; L27/26R; 1951**  
**355-357; KWX17-19; Leyland PD2/12; Leyland; L27/26R; 1951**

Withdrawn 1971 (339/340/351-354), 1973 (321/322/357), 1974 (355/356).

Nos. 323-338 transferred to West Yorkshire PTE on 1.4.74 (as numbers 3323-3338).



Ex-Todmorden No. 13 (1882WA) a second-hand acquisition from Sheffield JOC, was a 1961 Leyland L2 with ECW 43-seat coach body. It passed to Calderdale JOC in 1971 as their No. 323. (John Kaye).

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

### 1971

**358; NHE8F; Leyland PSU4/4R; 701692; Marshall; B45F**

No. 358 ex-Yorkshire Traction (ex-YT No. 508, new 1968). Transferred to WYPTE on 1.4.74 (renumbered 3358).

### 1972

**295-296; RCP282-83K; Daimler CRG6LX; 66129/30; NCME; H43/31F**

**297-301; RCP277-81K; Daimler CRG6LX; 66124-28; NCME; H43/31F**

**302-306; RCP332-36K; Daimler CRG6LX; 67579-83; NCME; H43/31F**

**361; VKR472; AEC Regent V; MD3RV152; Park Royal; H33/26RD**

**362; VKR479; AEC Regent V; MD3RV159; Park Royal; H33/26RD**

**363-364; VKR36-37; AEC Regent V; MD3RV163/4; Park Royal; L30/26RD**

**371; KCP1; Leyland RT3/1; 582192; Weymann; B44F**

**372-373; KCP2-3; Leyland RT3/1; 582193/4; Weymann; B42F**

**374; KCP4; Leyland RT3/1; 58222; Weymann; B43F**

**375; NCP475; AEC Regent V; 2D3RA920; MCCW; H39/32F**

**376; RCP237; AEC Regent V; 2D3RA1131; NCME; H39/32F**

Nos. 361-364 ex-Maidstone and District (ex-M&D Nos. 5480/5487/6736/6737 respectively).



No. 364 (VKR37) was an ex-Maidstone & District AEC Regent V with Park Royal lowbridge bodywork and is seen leaving Todmorden's Millwood Garage in April 1972. (John Kaye).



Calderdale JOC No. 306 (RCP336K), a 1972 Daimler CRG6LX with Northern Counties 74-seat bodywork. (Alan Hall).

**1972 (continued)**

Nos. 371-376 transferred from Halifax Corporation (ex-Halifax Nos. 1-4/75/76).

No. 376 renumbered 366 in 1973.

Withdrawn 1972 (361/363/364), 1973 (362/375).

Nos. 295-306/371-374/376[366] transferred to WYPTE on 1.4.74 (renumbered 3295-3306/3371-3374/3366).

**1973**

**309-311; VCP839-41M; Daimler CRG6LX; 67655-57; NCME; H43/31F**

Nos. 309-311 transferred to WYPTE on 1.4.74 (renumbered 3309-3311).

**1974**

**307-308; VCP837-38M; Daimler CRG6LX; 67653/4; NCME; H43/31F  
376-379; KCP6-9; Leyland RT3/1; 582243/319/322/350; Weymann; B42F  
380; KCP5; Leyland RT3/1; 582223; Weymann; B43F**

Nos. 376-380 transferred from Halifax Corporation (ex-Halifax Nos. 6-10).

Nos. 307/308/376-380 transferred to WYPTE on 1.4.74 (renumbered 3307/3308/3376-3380).

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