

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The initial fleet comprised of some 27 former Todmorden vehicles, of which 4 were withdrawn without entering service, and some 114 former Halifax vehicles.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