



The story of Provincial's air cooled diesel buses - Pt 4



Provincial Bus Community



The National Bus Company era - The twilight years



In September 1970 no. 61 (EHO 966) had this unfortunate collision with St John's Church, St Michael's Grove, Fareham. This led to its immediate withdrawal. Whether the driver was told to take the bus for a service is unknown!

Photo: Roy Jetten

In 1969, Provincial started re-painting existing buses into a revised livery with more cream. No. 70 (SCG 622) was the first one so treated. Some of the the Deutz conversions followed as below, but not all were re-painted :-

Fleet Number	Registration	Date Re-painted
1	883 HHO	1970
2	884 HHO	1971
8	HOR 676E	1971
33	CHO 449C	1969
36	HAA771E	1971
74	GHO 595	1971
75	EHO 870	1971

In December 1970 a partial re-numbering of the fleet took place. The idea behind this was partly to clear the lower numbers to allow new vehicles to be numbered in a sequence starting at no.1, and partly to group similar types together with the minimum of re-numbering. The effect on the air cooled types was as follows :-

Original Fleet Number	Registration	New Fleet Number
1	883 HHO	77
2	884 HHO	78
8	HOR 676E	37
14	270 MHO	59
33	CHO 449C	61
36	HAA 771E	62

Nos. 72, 73, 74, 75, 76 were unaffected.



No. 33 (CHO 449C) was the first Guy/Deutz to be painted into the revised livery in 1969. It was to be renumbered 62 in December 1970, when the ornate gold fleet number would be replaced with plain white numbers. It is interesting to note that the full scroll fleetname was still used at this stage, later to be replaced by a simpler style.

Photo: Stephen Didymus Collection



The previous no. 8, now 37 (HOR 676E) at Gosport Ferry. Note the simplified scroll fleetname.

Photo: Stephen Didymus Collection



Originally no.36, now 62 is parked alongside the construction of the new Gosport bus station. It has been given a simplified engine grille , which in my view, detracts from its looks.

Photo: Alan Lambert Collection



Another photo of Gosport bus station under construction. Here no. 77 (883 HHO) previously no. 1, departs on route 5 to Gregson Avenue. **Photo: G Lumb**

Withdrawals began in earnest during 1971, with nos. 72 and 73 being withdrawn this year. In 1972 nos. 74 - 78 went, leaving only no. 37, no. 62, and the sole Ruston and Hornsby conversion no. 59 (now with an AEC engine) to soldier on into 1972.

1972 was the last year air cooled buses operated for Provincial. In March both nos. 37 and 59 were withdrawn, The final example being the newest no. 62 (HAA 771E) going in October. The air cooled era was over, and with it went the last gasp of the old Provincial's identity.



Where it all started - The original No. 59 before the accident with the potato lorry and subsequent metamorphosis as the first air cooled engine conversion. This was the only utility to receive the cream band below the driver's cab. **Photo: Stephen Didymus Collection**

Gallery

On these next few pages is a selection of more unusual views relating to Provincial's air cooled engine buses.



No. 2 (884 HHO) seen on layover at the West Street Fareham terminus of Route 17 to Wynton Way in the 1960s. The rear blind is showing Fareham Market, the name by which this point was known. In previous years the weekly market was held in the street here, although by the time of this photograph, it had been re-located to a market place behind the buildings on the left.

Photo: David Whitaker



The chassis of nos. 1 & 2 after being fitted with their new Deutz engines in 1962/3.

Photo: David Whitaker



No. 59 (EHO 965) seen here in red primer, in Tichfield Square in 1958. **Photo: David Whitaker**



No. 59 again, trying out the new bus wash at Hoeford.

Photo: David Whitaker



No .74 (GHO 595) when new in 1961, on a trial service to Wallington.

Photo: David Whitaker



Four Guy/Deutz vehicles lined up by the fuel pump at Hoeford in the 1960s.

Photo: David Whitaker

DEUTZ



Six out of 10 double-deck buses totalling over 1½ million miles, all fitted with Deutz air-cooled engines—shortly to be fitted to another two buses.

7 years trouble-free running in double-decker

Typical of Deutz reliability in providing power for public service vehicles is the report that one double-decker belonging to Gosport and Fareham Omnibus Company, Hoeford, Hampshire—who operate the world's largest air-cooled engine fleet of double-deckers—has run for 7 years without trouble. The engine, a Deutz series 514, provides 100 b.h.p.

Send for full information on the complete range of Deutz air-cooled diesels.

at 1,800 r.p.m. Deutz engines bring many advantages: quietness, smooth, vibration-free running on top of all the normal benefits from air-cooling. These include smokeless exhaust, and savings in weight and maintenance costs brought about by complete elimination of water corrosion, freeze-ups and other water-cooling problems.

DO YOU EXPORT POWERED MACHINERY ?

Deutz engines are already helping many exporters to sell their plant on the Continent and in other countries.

**LET BRITISH DEUTZ
HELP YOUR EXPORT DRIVE !**

KLÖCKNER—
HUMBOLDT—
DEUTZ A.G.—



BRITISH **DEUTZ** LIMITED

Essex Hall, 1-6 Essex Street, Strand,
WC2, Tel: COVent Garden 1464

A British Deutz advert - Note the statement ringed in red "the world's largest air cooled engine fleet of double deckers".
Extract provided by David Whitaker