

## The Seddon Pennines



## Provincial Bus Community



In 1967 H Orme White retired, and the new Managing Director was H H G Woolford, his background was in Provincial's motor trade subsidiaries. This change at the top brought about a change of policy as far as new vehicles were concerned. The last completely new buses bought by Provincial had been the two Guy Arab IV's (70-71 SCG 622-623) bought in 1958, there were of course many re-builds during these 10 years and also second hand acquisitions. I personally used to cast an envious eye towards other local companies such as Southdown and Hants and Dorset who were constantly getting new vehicles and wondering if Provincial were ever going to buy anything new again. The salvation came in the unusual form of a large number of Seddon Pennine IV single deckers.

The first batch of nine arrived in 1968 and were bodied by Strachans, a local firm recently based at Hamble. I suppose they could be considered somewhat lightweight, but were B44D plus room for 15 extra standing. This was the beginning of the end for the existing single deck AEC Regal's. I personally thought these buses were very attractive, particularly in the initial livery which was applied. I was so impressed with these that I had to have a ride on one, so in 1968 I caught one on route 6 from Gosport Ferry just for the experience.

The second batch of six I was not so impressed with. They were bodied by Pennine Coachcraft a subsidiary of Seddon, and arrived in 1969. I thought the bodies on these were particularly ugly compared to the Strachans, a matter of personal taste I suppose.

In the early 1970s both batches were repainted in the later version of Provincial livery (with the non-scroll fleetname) and also into NBC green later on. My later experiences of the Seddons were not so complementary, this was probably due to becoming used to the delights of Bristol RE's and Leyland Nationals. In their twilight years (1975-77) they were occasionally used on the number 1 and 2 routes instead of the above vehicles, and I found them to be cramped, noisy and with the enormously long gear lever somewhat archaic compared with the RE's and Nationals.

They lasted 8 or 9 years on average, and some were re-numbered by the 1970 partial renumbering scheme.

Fleet No.	Post 1970 Fleet No.	Reg No.	Bodied By	Withdrawn
38	N/A	MHO 189F	Strachans	1975
39	N/A	MHO 190F	Strachans	1977
42	N/A	MHO 191F	Strachans	1976
43	N/A	MHO 192F	Strachans	1975
44	N/A	MHO 193F	Strachans	1975
45	N/A	MHO 194F	Strachans	1977
46	N/A	MHO 195F	Strachans	1977
47	N/A	MHO 196F	Strachans	1977
50	N/A	MHO 197F	Strachans	1977
15	54	RAA 16G	Pennine	1975
23	48	RAA 17G	Pennine	1975
25	49	RAA 18G	Pennine	1976
51	N/A	RAA 19G	Pennine	1975
52	N/A	RAA 20G	Pennine	1976
53	N/A	RAA 21G	Pennine	1975



Two Seddons at Gosport Ferry, one from both batches. Leading is Strachans bodied 45 (MHO 194F). Behind is Pennine Bodied 25 (RAA 18G).



*Strachans bodied 46 (MHO 195F) at Gosport Ferry.*

**Photo: Charles Chidwick**



*43 (MHO 192F) at Hoeford.*

**Photo: Stephen Didymus Collection**



*No 25 one of the 1969 batch which had the Pennine Coachcraft bodies. It is seen here in its early days in its as delivered livery*



*Strachans bodied (MHO 194F) in the revised non Scroll livery with less cream. Gosport bus station is under construction in the background. **Photo: Fred York***



No 39 (MHO 190F) in NBC livery, and with NBC advertising on the nearside, at Hoeford. **Photo supplied by Stewart Brett**



No.45 (MHO 194F) seen here in Hartlands Road, Fareham.

**Photo: Fred York**



*One of the Pennine bodied Seddons, 52 (RAA 20G), leaving Gosport Bus Station.*

***Photo: Stephen Didymus collection***



*With its new fleet number and in NBC livery, No.49 (RAA 18G) turns right out of Gudge Heath Lane, Fareham.*

***Photo: Fred York***



And Finally.... A nearside shot of Pennine Coachcraft bodied No.25 (RAA 18G) at Hoeford.

