



The story of Provincial's air cooled diesel buses _ Pt 2



Provincial Bus Community



Vehicle Profiles (in numerical order)



No. 1 waits to leave Gosport Ferry on route 3 to Fareham West End .

Photo: Cliff Essex

Fleet number: 1 Registration number: 883 HHO

Chassis type: Guy Arab II, built 1947

Original Reg No.: HD 7651

Original Owner: Yorkshire Woollen District Transport Company Ltd, Dewsbury

Original Fleet No: 518

Original Body: Roe H31/25R

Original Engine: Gardner 5LW

The seventh Guy/Deutz conversion carried out in 1963. It was re-numbered 77 in December 1970

1947 - Entered service with Yorkshire Woollen District Transport Company Ltd.

1958 - Sold to Lloyd, Nuneaton.

1960 - Sold to PVD, Dunchurch, Warwickshire (dealer)

1961 - Chassis to Gosport and Fareham Omnibus Company

1963 - Rebodyed/re-engined with Reading FH30/26R body, Deutz F6L514 engine.

1963 - Entered GFOC service

1970 - Re-numbered 77

1970 - Re-painted into revised livery

1972 - Withdrawn

1973 - Removed from Hoeford by Martin's Bus & Coach Sales Limited, Middlewich, Cheshire.



No. 2 in Titchfield Road, Fareham, approaching Fareham Arch in August 1969. It is still in original livery, but with a revised grille.
Photo: Fred York

Fleet number: 2 Registration number: 884 HHO

Chassis type: Guy Arab II, built 1947

Original Reg No.: HD 7657

Original Owner: Yorkshire Woollen District Transport Company Ltd, Dewsbury

Original Fleet No: 524

Original Body: Roe H31/25R

Original Engine: Gardner 5LW

The eighth Guy/Deutz conversion carried out in 1963. It was re-numbered 78 in December 1970.

1947 - Entered service with Yorkshire Woollen District Transport Company Ltd.

1958 - Sold to Lloyd, Nuneaton.

1960 - Sold to PVD, Dunchurch, Warwickshire (dealer)

1961 - Chassis to Gosport and Fareham Omnibus Company

1963 - Rebodyed/re-engined with Reading FH30/26R body, Deutz F6L514 engine.

1963 - Entered GFOC service

1970 - Re-numbered 78

1971 - Re-painted into revised livery

1972 - Withdrawn

1973 - Removed from Hoeford by Martin's Bus & Coach Sales Limited, Middlewich, Cheshire.



No. 8 proceeding down Quay Street Fareham on route 15 to Gosport Ferry. **Photo: Fred York**

Fleet number: 8 Registration number: HOR 676E

Chassis type: Guy Arab III, built 1951

Original Reg No.: HCY 296

Original Owner: United Welsh Services Limited, Swansea

Original Body: Brislington Body Works H30/26R

Original Engine: Gardner 6LW

The thirteenth and final Guy/Deutz conversion carried out in 1967. It was re-numbered 37 in December 1970.

1951 - Entered service with United Welsh Services Limited with BBW double deck body.

1963 - Sold to May, Cardiff (Dealer).

1964 - Chassis to Gosport and Fareham Omnibus Company

1967 - Re-bodied/re-engined with FB27F (+14 standing) body with perimeter seating, Deutz F6L514 engine.

1967 - Entered GFOC service

1970 - Re-numbered 37

1971 - Re-painted into revised livery

1972 - Withdrawn

1972 - D Fereday Glenn, Godalming, Surrey for preservation.

1973 - Farnborough Autos (Dealer)

1973 - Vermeulen's Garden Centre, Stanwell, Middlesex, for use as "Funbus", painted yellow and white. Disposal details unknown.



No. 14 heading towards Fareham on Route 1. This appears to be a short working as the usual terminus was West End.
Photo taken by Fred York

Fleet number: 14 Registration number: 270 MHO

Chassis type: Constructed by the Company from various parts of dismantled AEC Regents.

Original Reg No.: Various

Original Owner: Various

This air cooled engine conversion was carried out in 1964 and was the only one fitted with a Ruston and Hornsby engine.

1963/64 - Re-bodied/re-engined with FH30/26R body, Ruston and Hornsby air cooled engine.

1964 - Entered GFOC service

1969 - Re-engined with standard AEC A173 7.7 litre engine.

1970 - Re-numbered 59

1972 - Withdrawn

1972 - T Brown (Transport & Sales) Limited, Guildford, (dealer).



No.33 seen here at one of the Gosport Ferry stands used before the current bus station was built. It is next to one of the second batch of ex-Southampton Guy Arabs no. 41 (FCR 446).

Photo: Ray Tull Collection

Fleet number: 33 Registration number: CHO 449C

Chassis type: Guy Arab II, built 1945

Original Reg No.: GYL 416

Original Owner: London Transport

Original Fleet No: G276

Original Body: Northern Counties (utility) H30/26R

Original Engine: Gardner 6LW

The tenth Guy/Deutz conversion carried out in 1965. It was re-numbered 61 in December 1970. The chassis used for no. 33 came from a London Transport wartime utility Guy Arab with a NCME body. These had a short life with LT and were quickly sold on. This vehicle was passed to the Ministry of Supply in June 1952 and to a Gosport Building contractor (Hawkins) in 1959. Its chassis was purchased by Provincial in May 1963.

1945 - Entered London Transport service

1952 - Withdrawn, Passed to Ministry of Supply.

1959 - Sold to Hawkins (Gosport) contractor.

1963 - Chassis to Gosport and Fareham Omnibus Company

1965 - Re-bodied/re-engined with Reading FH30/26R body, Deutz F6L514 engine.

1965 - Entered GFOC service

1969 - Re-painted into revised livery

1970 - Re-numbered 61

1972 - Withdrawn

1973 - T Brown (Transport & Sales) Limited, Guildford, (dealer).



No.36 in West Street, Fareham being overtaken by a Vauxhall Victor. The original Fareham bus station is on the right out of view. **Photo: Fred York**

Fleet number: 36 Registration number: HAA 771E

Chassis type: Guy Arab II, built 1944

Original Reg No.: DWN 378

Original Owner: United Welsh Services Limited

Original Fleet No: 676

Original Body: Strachan H30/26R

Original Engine: Gardner 5LW

The final Guy/Deutz conversion carried out in 1967. It was re-numbered 62 in December 1970. This is believed to be the last remaining double deck Deutz engine Guy Arab rebuild. It is now owned by Mike Blake at Atascadero California USA. It had been resting on a farm at Richmond California for 15 years. Mike has converted it into a mobile wine tasting bar. After withdrawal in 1973, it was bought for preservation by David Fereday-Glenn, but sold to be converted into a caravan in 1975. In 1983 it was spotted with a new owner in Fort Collins, Colorado.

1944 - Entered Service with United Welsh

1963 - Sold to May, Cardiff (Dealer).

1964 - Chassis to Gosport and Fareham Omnibus Company.

1967 - Re-bodied/re-engined with Reading FH30/26R body, Deutz F6L514 engine.

1970 - Re-numbered 62, front grille replaced.

1971 - Re-painted into revised livery

1972 - Withdrawn

1973 - D Fereday Glenn, Godalming, Surrey for preservation.

1973 - Unidentified Owner, Richmond (mobile caravan)

1979 - Used as a mobile shop at the Knebworth Rock Festival

1983 - G.A.Bartholomew, Fort Collins, Colorado, USA

1997 - Mike Blake, California, USA, re-registered **5Y63428**



No.59 seen here in 1965 in Fareham on route 17.

Photo taken by Fred York

Fleet number: 59 Registration number: EHO 965

Chassis type: Guy Arab II, built 1943

Original Reg No.: EHO 965

Original Owner: Gosport and Fareham Omnibus Company

Original Fleet No: 59

Original Body: Park Royal (utility) H30/24R

Original Engine: Gardner 5LW

The was the prototype air cooled engine conversion and had a number of detail differences from those that followed, for instance sliding windows and two less seats in the upper saloon.

1943 - Entered service with Gosport and Fareham Omnibus Company.

1957 - Involved in accident with potato lorry on A32 at Hoeford.

1958 - Rebodyed/re-engined with Reading FH28/26R body, Deutz F6L514 engine.

1958 - Entered GFOC service

1970 - Withdrawn

1970 - A Mills (T/A Wallington Commercials), Fareham for scrap.



No. 61 on a diversionary route via St Anne's Grove and Highfield Avenue in Fareham (West End) during road works in the 1960s.

Photo: Stephen Didymus Collection

Fleet number: 61 Registration number: EHO 966

Chassis type: Guy Arab II, built 1943

Original Reg No.: EHO 966

Original Owner: Gosport and Fareham Omnibus Company

Original Fleet No: 61

Original Body: Park Royal (utility) H30/26R

Original Engine: Gardner 5LW

The second air cooled engine conversion, and was the first to be fitted with hopper windows, although it had the same same seating capacity as No. 59. All subsequent double deck conversions had FH30/26R bodies.

1943 - Entered service with Park Royal H30/26R utility body.

1958 - Rebodyed/re-engined with Reading FH28/26R body, Deutz F6L514 engine.

1958 - Entered GFOC service

1970 - Crashed into St John's Church, St Michael's Grove, Fareham, and was withdrawn

1972 - Sold for scrap.



Fleet number: 72 Registration number: HHA 84

Chassis type: Guy Arab II, built 1945

Original Reg No.: HHA 84

*Original Owner: Birmingham & Midland Motor Omnibus Co. Limited, Birmingham
(Midland Red)*

Original Fleet No: 2589

Original Body: Northern Counties (utility) H30/26R

Original Engine: Gardner 5LW

The eighth conversion. This bus was originally fitted with a Northern Counties utility body and was purchased by Provincial in 1957 as one of the replacements for the vehicles destroyed in the garage fire of that year. It was used in service in this form until 1963 when its original body was removed and destroyed

1945 - Entered service with BMMO

1956 - Withdrawn by BMMO

1957 - Sold to Gosport and Fareham Omnibus Company.

1957 - Entered service with GFOC

1964 - Re-bodied/re-engined with Reading FH30/26R body, Deutz F6L514 engine.

1964 - Entered GFOC service

1970 - Front Grille replaced

1971 - Withdrawn, disposal details unknown



No. 73 in Gosport town centre on its way to Fareham West End on route 1. The words "Luggage Compartment" can be seen written on the nearside cab door. I don't ever remember seeing the cab used for this purpose
Photo: Fred York

Fleet number: 73 Registration number: EOR 877

Chassis type: Guy Arab II, built 1945

Original Reg No.: EOR 877

Original Owner: Gosport and Fareham Omnibus Company

Original Fleet No: 31

Original Body: Park Royal (utility) H30/26R

Original Engine: Gardner 5LW

The third conversion. It was the first one to be renumbered in its new form. Prior to its entry into service, 72 had been the highest fleet number.

1945 - Entered service with GFOC

1961 - Rebodyed/re-engined with Reading FH30/26R body, Deutz F6L514 engine.

1961 - Entered GFOC service

1966 - Upper deck damaged by collision with Fareham railway arch, repaired by Reading.

1971 - Withdrawn

1971 - Unknown dealer, Barnsley for scrap.



No. 74 turns into Kings Road Fareham on route 10. This must have been a diversionary route as buses did not normally travel along this road. The blind is also incorrectly set as it would be travelling from Thorni Avenue in this direction.

Photo: Fred York

Fleet number: 74 Registration number: GHO 595

Chassis type: Guy Arab III, built 1948

Original Reg No.: GHO 595

Original Owner: Gosport and Fareham Omnibus Company

Original Fleet No: 8

Original Body: Reading H30/26R

Original Engine: Gardner 5LW

The fourth conversion, the first on an Arab III chassis.

1948 - Entered service with GFOC.

1960 - Withdrawn due to body rot.

1961 - Re-bodied/re-engined with Reading FH30/26R body, Deutz F6L514 engine.

1961 - Entered GFOC service

1971 - Re-painted into revised livery.

1972 - Withdrawn.

1972 - T Brown (Transport & Sales) Limited, Guildford, (dealer).