

Provincial AECs Part 2



Provincial Bus Community





Provincial AECs - Chapter 4

AEC Regents Nos. 38-39



In 1937, Provincial received two more AEC Regents with H30/26R Park Royal bodies, they were Nos 38-39 (CAA 700/701). The purchase price was £1667 each. No. 38 entered service in May 1937, No. 39 in July 1937.

38 (CAA 700) was taken out of service in August 1948, overhauled and rebuilt in the company's workshops.

39 (CAA 701) was also rebuilt in 1947 at a cost of £550. It re-entered service in April 1947

No. 38 was withdrawn in May 1953 and transferred to the Provincial Traction Company. It was finally withdrawn from service in May 1965 and sold to an unidentified buyer in Leeds. It left Hoeford in February 1967.

No. 39 was another victim of the Hoeford fire in 1957, and was scrapped on site

My thanks to David Whitaker for his help with this article.



No. 38 (CAA 700) on service 7 passing The Glencoe in San Diego Road Gosport. Note a route number box has been added compared to No. 39 on the next page.

Photo: Stephen Didymus Collection



AEC Regent No.39 (CAA 701) with cream above the upper deck windows in Forton Road opposite The Criterion on service 13 to Gosport Ferry. Photo: John Gillham



CAA 700 at Gosport Ferry with No.47 (DOR 921) behind. It seems Dewar's White Label whisky was popular at the time, as the adjacent bus has the same advert.

Photo: Provincial Society Collection



No. 38 (CAA 700) is negotiating the infamous Fareham Railway Station arch on 28/09/64.
Photo: Provincial Society Collection



This photo is probably one of a series of wartime propaganda photos taken by a national newspaper. Here we see two newly qualified lady drivers with double decker No. 39. This meant that the licence would show 'all types' and they wouldn't be limited to driving single deckers. Gosport & Fareham was the second undertaking in the country to train and employ lady drivers on passenger service vehicles.

Photo: David Whitaker Collection



Provincial AECs - Chapter 5

AEC Regents Nos. 40-42



In 1938, three more AEC vehicles were acquired. No's 40-42 (COU 130 -131, DAA 848) Nos 40 and 41 were bought new, but No.42 had a different history.

No. 42's chassis dated from February 1937 and was on demonstration to Birmingham City Transport from March 1937 until April 1938 where it was registered DOB 483 and fitted with a Short H27/21R body. This was removed and the chassis sent back to AEC at Southall. The chassis was re-bodied by Park Royal and sold to the Gosport & Fareham Omnibus Company. In November 1942, the 4-cylinder engine was replaced with a 6-cylinder engine, and the seating capacity was increased to H30/26R.

Nos 40 and 41 entered service in June 1938, whilst No. 42 followed in November of that year.

No's 40 and 41 were withdrawn in December 1963 and sold for scrap in January 1965, both leaving Hoeford in May 1965 to C Morgan & Sons (dealer), Waltham Chase.

No. 42 was withdrawn in February 1965 and sold for scrap, leaving Hoeford in September 1966 also to Morgan & Sons.



Photos of No. 41 seem to be rarer than those of No.40, here is one of the few.

Photo: Fred York



No. 42 (DAA 848) at Gosport Ferry on Service 7 to Gregson Avenue.

Photo: © V. Blackmore

No. 40 (COU 130) at Hoeford when new.

Photo: © V. Blackmore





No. 42 (DAA 848) parked up at Hoeford.

Photo: © V. Blackmore

Fred York took this Photo of No. 40 (COU 130) in April 1963, it was withdrawn in December of that year. An unusual destination is showing, "Broadway Crossways". Normally service 1 just showed "Gosport Ferry"

Photo: Fred York





Provincial AECs - Chapter 6

AEC Regents Nos. 43-47



In March 1939, three more new Park Royal bodied AEC Regents arrived at Hoeford. Nos. 43, 44, 45 (DAA 845-847). They had a long service life and were withdrawn in the mid 1960s.

44 in December 1962

43 in March 1965

45 in November 1965

No. 44's roof was used to replace the one of No. 35 (BOR 767) which had been damaged in a collision with the notorious Fareham station arch. Therefore, part of No. 44 still survives on the preserved No.35.

Later that year, in August 1939, just before the start of World War 2, two more new Regent Is arrived, Nos. 46,47 (DOR 920, 921). These also had long service lives, No. 46 being withdrawn in Feb 1963, and No. 47 in October 1965.

All five were scrapped by 1965/66 by C Morgan and Sons (Dealer), Waltham Chase.



No. 43 (DAA 845) parked outside the toilet block at the original site of Gosport Bus Station. In these days of inflation it seems incredible that bank interest rates were stable enough to be painted on the side of a bus! The rate of 2½% can be seen just above the words High St. Another interesting point is the sloping letters in the destination display.

Photo: © V. Blackmore



No. 44 (DAA 846) before its roof was donated to No.35! A couple of Hants and Dorset Bristols can be seen in the background, looks like the closest one is 1939 K5G No. TD 732 (AFX 754).
Photo: © V. Blackmore



No. 45 (DAA 847) at Gosport Ferry. The Wheelers advert wasn't that common, I remember it also being used on No. 65 (FCR 201), probably after No. 45 was scrapped.
Photo: © V Blackmore



Above: No.46 (DOR 920) at Gosport Ferry.

Photo: © V. Blackmore



No. 47 (DOR 921) negotiating Fareham Railway station arch.

Photo: Fred York



Provincial AECs - Chapter 7

AEC Regents Nos. 48-49



In 1939, during the early days of World War 2, two ex AEC Regent demonstrators were acquired by Provincial. These were numbered 48 (JML 784) and 49 (KMD 306).

No 48. was initially on hire to Provincial in May 1939 before it was purchased in October of that year. No. 49 joined it in December 1939.

No. 48 had a Weymann H30/26R body, and No. 49 was bodied by Park Royal, as were Provincial's existing Regents.

No. 49 had previously been on loan to Ribble Motor Services, in whose livery it entered service. The story is, another AEC Regent had been ordered and would have had a Park Royal body, but it is believed that KMD 306 was offered as a replacement.

No. 48 was withdrawn in August 1964, and No. 49 in December 1963. Both were scrapped.

I have fond personal memories of No 48 as it was unique at time I knew it, being Weymann Bodied. The thing I remember most, is the raucous engine note that was different to the other Regents, you could hear it coming from a long way off! Strangely, I have no memories of No. 49 even though it was around at the same time as No. 48. In fact, I didn't even know it existed until I bought my first Ian Allan British Bus Fleets book.



No. 48 (JML 784) at the terminus of Service 17 in West Street Fareham. This was after the destination boxes had been rebuilt to give a much more modern appearance to what was there before (see picture on next page).

Photo: Fred York



No. 48 (JML 784) at the same spot as above, but this time showing the rear aspect. I saw this bus many times, but cannot remember if the original rear destination display matched the one at the front, perhaps someone knows? Another memory from times gone by is the white diamond painted on the offside rear. I always assumed this was a throwback to wartime blackout restrictions

Photo: Fred York



No. 49 (KMD 306) at Gosport Ferry in a position not far from the new bus station. The Park Royal body can be compared to the Weymann body on No. 48.

Photo: © V. Blackmore



Above: No.48 (JML 784) at Gosport Ferry in its original form, I remember well that unusual front destination box before its re-modelling into the form shown in previous photos, and the addition of a route number box to replace the one under the canopy.

Photo: © V Blackmore

Below: Nos. 48 and 49 together at Gosport Ferry. The differences and similarities can be seen, the most obvious one being the destination box on No. 48.

Photo: © V Blackmore

