



## Provincial AECs Part 4



## Provincial Bus Community





## Provincial AECs - Chapter 12



**AEC Regent No. 14**

**AEC Regal No. 15**

There has been much speculation about the origins of these two vehicles over the years. The origin of No.15 has not been identified. All Company records refer to this vehicle as an AEC Regent, but an article in 1943 confirmed it as an AEC Regal. The chassis only (in running order) was spotted in the New Forest and purchased in 1941. The body had been removed. The chassis was shortened and reconstructed using parts obtained from a scrapped Crossley of Portsmouth Corporation. The vehicle was completed on 23/12/1942, and entered service on 01/01/1943 in grey livery. The body was modified and modernised by Reading & Co. in 1951.

Other sources suggest that the vehicle was new to Yelloway Motor Services, Rochdale in March 1932, registered DK 7791 but this has been discounted.

No. 15 was withdrawn in February 1959, and its body was transferred to No. 12 (FHO 604) in September 1960 the chassis was eventually broken up at Hoeford.

No.14's story is equally controversial. Its chassis was purchased in a derelict state from an unknown source. The chassis number given in company records (672005) appears to refer to an AEC Mandator lorry which was new to the Texas Oil Company as a petrol tanker. The history of that vehicle has been traced through AEC and Motor Tax records, and these records suggest that the chassis cannot have come to Provincial at any point. Nevertheless, No.14 has been referred to as a Mandator in enthusiast publications for many years. However, the company records refer to it as an AEC Regent. It entered service in April 1944, and was withdrawn January 1959. Its body was donated to No. 11 (FHO 603) in March 1961, and the chassis broken up at Hoeford.





No.15 (EHO 282) is seen here with its 1951 modified body looking a lot more like later Reading products.  
**Photo: David Whitaker Collection**



No.14 (EOR 251) standing at the then bus stop for services 1 and 3 to Fareham West End. Fareham bus station with a Southdown bus can be spotted in the background.  
**Photo: Fred York**



No.15 (EHO 282) seen here in Wartime livery with its original body This was the first double deck body built by Reading, and was modified by them in 1951. It was later transferred to AEC Regent No.12 (FHO 604) in 1960. **Photo: David Whitaker Collection**



No. 14 (EOR 252) in its original form at Hoeford.

**Photo: © V Blackmore**



*No.15 at Gosport Ferry on service 7 to Bridgemaury. A Hants and Dorset Bristol K can be seen behind.*  
**Photo: Stephen Didymus Collection**





## Provincial AECs - Chapter 13

### AEC Regents Nos. 10-13



In 1947 Provincial purchased four more Regent II. These were Nos. 10-13 (FHO 602-605) and had H30/26R Reading bodies and entered service between January and August that year. These were the last AECs purchased new by Provincial. This batch of Regents had interesting lives involving body swaps and rebuilds.

**No.10** was the longest surviving of the batch, not being withdrawn until December 1968, between two or four years later than its sisters. It was the least altered of the four being almost original on withdrawal.

**No. 11** had its deteriorating body replaced by the Reading H30/26R body of withdrawn No. 14 (EOR 251) in March 1961. It was withdrawn in August 1964, and after a few months as a seat store was sold for scrap in October 1965.

**No. 12** also had problems with its bodywork and in September 1960 it was replaced by the H30/26R body from wartime AEC rebuild No.15 (EHO 282), this was the first double deck body built by Readings in 1942, but was extensively rebuilt in 1951. It was withdrawn in October 1965 and scrapped in 1967.

**No.13** In May 1958, became the third Provincial bus to strike the Fareham Station Arch. The cost of rebuilding was high so it was decided to convert No. 13 to open top. It stayed in this form until 1960 when it was re-bodied with a new Reading body, which looked very different to the others of the batch, due to rubber glazing and sliding windows. No.13 was withdrawn in March 1966, and sent for scrap at the same time as No.12.

The article has been written with reference to the more detailed articles by Stephen Didymus.





No.10 (FHO 602) in its near original format Hoeford in the 1960s. In the background can be glanced the Ford Thames pickup service vehicle. **Photo: Cliff Essex**



No. 12 (FHO 604) in original form, before re-bodying, in the company of Guy Arab No.3 (JOT 288) **Photo: Stephen Didymus Collection**



*The rebodied No.13 (FHO 605) seen here at Hoeford. Of note is the rubber glazing and sliding ventilators . This has the effect of making the vehicle look taller.*

**Photo: Provincial Society Collection**



*Above: No.11 (FHO 603) resting at Hoeford in the company of service vehicle, Ford Thames pickup UOR 827.*

**Photo Fred York**



After striking Fareham Station arch in 1958, No. 13 (FHO 605) was converted to open top, but was rebodied in closed top form in 1960. **Photo: Stephen Didymus Collection**



No. 11 (FHO 603) with a full load on the opposite side of the road to Hoeford where crew changes often took place. **Photo: Authors Collection**



## Provincial AECs - Chapter 14

### AEC Regal No. 66



In late 1948, an AEC Regal I coach was acquired by the Provincial Traction Co. from the Ministry of Transport for rebuilding. The chassis was new in June 1931 to A Timpson & Sons Limited, Catford, London, as No.271 (GN 7271). It had a Harrington C31R body. It passed to the Ministry of Transport in 1939.

It was rebodied by Reading with a C32R body in 1949 and entered service in April of that year. It was withdrawn in December 1959 and transferred to Gosport and Fareham Omnibus Co.

In March 1960, it was re-bodied by Reading with a FB35F body and entered service in April 1960. After nine years in service, it was withdrawn in June 1969 and sold to C Morgan & Sons (dealer), Waltham Chase for scrap.



*No. 66 (GOU 449) with its first Reading coach body. Despite being a coach, it is seen here at Gosport Ferry operating as a service bus. Perhaps a portent as to what will follow.*

**Photo: Fred York**



*A rear view of No.66 with its handsome Reading coach body at Hoeford.*

**Photo: Bob Gray**



*The rebodied No.66 in service as a OPO bus with its Reading FB35F body. It is operating on Service 15 between Fareham Market and Gosport Ferry via Bridgemary and Elson.*

**Photo: Provincial Society Collection**



*The original No.66 on, what appears to be, private hire duties.*

**Photo Fred York**



*After rebuilding as a bus in 1960, it looked the same as the earlier Regals (CG 9606-12) which were also re-bodied by Reading in 1957-62.*

**Photo: Fred York**



## Provincial AECs - Chapter 15

### AEC Regents Nos. 62-63



In October 1954, Provincial purchased two ex Nottingham AEC Regents from the dealer Bird's of Stratford Upon Avon. These entered service in November 1954. They were numbered 62 (DAU 462) and 63 (CTO 387). No. 62 (new in 1937) had a Cravens H28/26R Body, and No. 63 (new in 1936) had a H30/26R body by Metro-Cammell.

They did not last long with Provincial, No. 62 being withdrawn in 1962 and No. 63 in 1958.



*Cravens bodied Regent No. 62 (DAU 462) looking smart without adverts at the Ferry bus station. The location is more or less where the new one is now (everything goes full circle!). Of interest in the background is the Hants and Dorset open topper in cream livery, and, what looks like, one of the on loan Southdown, Leyland Titans. These were on short term loan to replace vehicles destroyed in the 1957 garage fire.*

**Photo: Stephen Didymus Collection**



**Above:** No. 63 (CTO 387) at Gosport Ferry. A unique feature of this bus in the Provincial fleet, was Nottingham's fitting of a route number box between the upper front windows, although this was not used by Provincial. **Photo: Stephen Didymus Collection**



**Above:** A front view of No.63 on route 9 at Gosport Ferry. Although I was around at the time these two were in service, I have no memories of ever seeing them. **Photo: Authors Collection**



No. 62 (DAU462) takes centre stage inside Hoeford. It is flanked by, (left) Ex AEC Regent demonstrator No.49 (KMD 306) and Reading re-bodied Guy Arab No.32 (EOR 878).

**Photo: Editors Collection**



On layover at Gosport Ferry No.62 (DAU 462) is in the company of a Hants & Dorset Bristol K.

**Photo: Stephen Didymus Collection**