

Provincial AECs Part 6



Provincial Bus Community

Provincial



Provincial AECs - Chapter 20

1957 Garage Fire Replacements

AEC Regents Nos. 16,33,36,37,39



After the disastrous fire of 18th June 1957, there was an urgent need to replace those vehicles lost in the fire. Five replacement AEC Regents were hastily acquired from Charles Cappock Limited (dealer) (thought to trade as Lancashire Motor Traders).

Two of these were new to Northern General in 1946 :-

No. 16 (ACN 167) AEC Regent II Northern Coach Builders H30/26R Body

No. 33 (ACN 172) AEC Regent II Northern Coach Builders H30/26R Body

They arrived at Hoeford in September 1957

No. 16 (ACN 167) was withdrawn in December 1959

No. 33 (ACN 172) was withdrawn in March 1958.



16 (ACN 167) seen here at Hoeford with a temporary route number. 16 was new to Northern General as No.1167 in 1946. It is an AEC Regent II with NCB body.

Photo:Stephen Didymus Collection



16 (ACN 167) being towed to the scrap yard in Fareham West Street. **Photo: Fred York**



Regent 33 (ACN 172) at the Ferry in January 1958 still in undercoat and without a fleetname. This bus was found to be suffering from rot, so did not last in service very long. The chassis, however, was used as the basis for the AEC-Ruston rebuild 14 (270 MHO). **Photo: Alan Lambert**

The other three acquired Regents were new to Tynemouth and District in 1937 :-

No. 36 (FT 4220) AEC Regent Pickering H30/26R Body

No. 37 (FT 4221) AEC Regent Pickering H30/26R Body

No. 39 (FT 4222) AEC Regent Pickering H30/26R Body

They arrived at Hoeford in September 1957

No. 36 (FT 4220) was withdrawn in April 1962

No. 37 (FT 4221) was withdrawn in June 1963

No. 39 (FT 4222) was withdrawn in April 1962



No. 36 (FT 4220) at Gosport Ferry.

Photo: Ray Tull Collection





No. 37 (FT 4221) at the Ferry terminus next to a rebuilt Regal. Note that *PROVINCIAL* has not been painted above the front destination display, unlike the other two Regents.

Photo: Ray Soper



No. 39 (FT 4222) in Mumby Road, Gosport.

Photo: Fred York



Provincial AECs - Chapter 21

The Rebuilt AEC Regals Nos. 23-30



In 1957, Provincial started a programme of re-bodying the 1934 Harrington bodied AEC Regals. They were given new Reading, and in some cases GFOC/Reading Bodies with front entrances suitable for driver only operation. The first one was rebodied in 1957, and the last in 1962.

Fleet No.	Registration	Body Builder	Configuration	Date Rebuilt	Date Withdrawn
23	CG 9606	Reading	FB33F	1958	1968
24	CG 9607	GFOC/Reading	FB35F	1962	1970*
25	CG 9610	Reading	FB35F	1958	1968
26	CG 9611	Reading	FB35F	1958	1969
27	CG 9612	GFOC/Reading	FB35F	1961	1970
28	CG 9613	Reading	FB34F	1958	1968
29	CG 9608	Reading	FB34F	1957	1966
30	CG 9609	Reading	FB34F	1957	1968

* No. 24 is now preserved by David Whitaker.



No. 24 Now beautifully preserved by David Whitaker



No. 23 (CG 9606) on service 18 to Knowle Hospital.

Photo: Fred York



No. 25 (CG 9610) at Gosport Ferry.

Photo: Kevin Lane Collection



No. 26 (CG 9611) in West Street Fareham at the terminus of Service 17 to Wynton Way.
This route was normally operated by Double Deckers **Photo: G. Lumb**



No. 27 (CG 9612) at Gosport Ferry. **Photo: Cliff Essex**



No. 28 (CG 9613) at Hoeford.

Photo: Fred York



No. 29 (CG 9608) passing through a railway arch, which I think, is the one in Wych Lane.

Photo: Fred York



No. 30 (CG 9609) at Gosport Ferry.

Photo: Ray Soper





Provincial AECs - Chapter 22



AEC Regal No. 15

In October 1959 Provincial acquired another AEC Regal coach. This had a C32F Burlingham body and came from the Swain Group where it was being used by them as a courtesy vehicle. The Swain Group was owned by Fritz Swain who purchased the Provincial Traction Company in 1959. It did not last long as a coach, however, as in November 1959, it was rebodied by Reading with a FB35F bus body to the same style as other Provincial Regals.

It was withdrawn in April 1968 and sold to C Morgan & Sons Limited (dealer), Waltham Chase for scrap, in August 1968.



No. 15 (ATD 898) at Hoeford with the Burlingham body it arrived with.

Photo: Stephen Didymus



No.15 (ATD 898) at Gosport Ferry with its Reading body on service 15. **Photo: Ray Soper**





Provincial AECs - Chapter 23

AEC Regent No. 14 (270 MHO)



In 1964 after successfully fitting Deutz air cooled engines in a number of Guy Arab chassis, attention was turned to trying an all British air cooled engine.

This was to be a Ruston and Hornsby unit, a company more usually associated with marine or railway locomotive engines. It was thought for some time that the chassis for this was formed of parts left over from dismantled AEC Regents including nos. 16, 36, 37, and 39. It is now generally accepted that the chassis used was that of no. 33 (ACN 172), although parts from other withdrawn Regents may possibly have been incorporated. The reason for a more positive identification is that the Company Records refer to the chassis as a 'Regent II' and as there is no disposal recorded for the chassis of 33, it is fairly safe to assume that this information is correct.

The Ruston engine proved to be noisy, unreliable and noisier than its Deutz counterpart. Having ridden on this bus numerous times in its five years in this form, I can personally vouch for this. In September 1965 no. 14 was returning an average fuel consumption figure of 9.3 mpg against an average of 9.8 for its Deutz counterparts.

It was replaced by a conventional AEC 7.7 litre engine in 1969, after H Orme White had retired. No.14 (270 MHO) had the same outward appearance as the Deutz conversions, as the Reading body was to the same design, but was again fitted with the lower front grille.

Another quirk with this bus was that its interior was pink. Provincial always had a high standard of internal decor, but it was usually green. No 14 had red seats, and everything else from seat backs to side panels was bright pink Formica. This was apparently due to the fact that Readings had material left over from one of the other companies for which they produced bus bodies and it was economically convenient to use the material in this bus. Due to the mixed origin of the chassis, there was some head scratching at the Winchester licensing office when it was first registered.

No. 14 was withdrawn and scrapped in 1972.





No.14 (270 MHO) is seen here at Hoeford in the company of Bedford coach No.67 (JBK 668). The Ruston and Hornsby badge can be seen under the front grille.

Photo: Ray Tull Collection



No. 14 at Hoeford again. In this later photo, the engine has been replaced with the AEC unit as the AEC badge is displayed above the grille.

Photo: Cliff Essex



Provincial AECs - Chapter 24

AEC Regent Vs Nos. 60,66,67,68,69,79,80



In 1970, following the NBC takeover, a number of elderly native Provincial double deckers were in the process of being withdrawn. In order to negate a shortage, City Of Oxford was again to supply replacements. By this time, of course, COMS was also under NBC control. Seven 30 ft long 1958 AEC Regent V's arrived this year, six carried Park Royal bodies and one had a Weymann Orion body. These looked splendid in the Provincial livery at the time, particularly the Park Royal examples. I was not particularly fond of the Weymann body style which to me never looked quite right. Oxford buses always had an above average specification, and these always seemed spacious when compared to what I was used to. This was also probably because of the fact that they only had 65 seats. Despite this, they were the largest capacity buses Provincial had at the time. They had very short service lives with Provincial and were withdrawn in 1973-75. Before this some were repainted in NBC all over green livery.

Fleet No.	Registration	Type	Body	Capacity	Arrived	Withdrawn
56*	970 CWL	AEC Regent	Weymann	H37/28R	08/1970	01/1974
60†	972 CWL	AEC Regent	Park Royal	H37/28R	08/1970	05/1977
79	974 CWL	AEC Regent	Park Royal	H37/28R	08/1970	04/1973
66~	975 CWL	AEC Regent	Park Royal	H37/28R	06/1970	04/1975
68	976 CWL	AEC Regent	Park Royal	H37/28R	06/1970	05/1973
69	977 CWL	AEC Regent	Park Royal	H37/28R	07/1970	06/1975
80	978 CWL	AEC Regent	Park Royal	H37/28R	08/1970	09/1973

* No. 56 was renumbered to 67 in June 1970

† No. 60 was converted to a driver trainer in December 1975

~ No. 66 is now preserved at the Oxford Bus Museum



No 80 (978 CWL) one of the Park Royal bodied examples seen here at Gosport Ferry.

Photo: Ray Tull Collection



The sole Weymann bodied example at Gosport Ferry, originally numbered 56, but soon changed to 67 (970 CWL).



No 60 (972 CWL) one of the Park Royal bodied examples seen here at Hoeford in NBC leaf green livery.



No 60 (972 CWL) again, this time in yellow livery as a training bus. It was repainted in yellow in December 1975, and was withdrawn in May 1977. **Photo: Bob Gray**