



Provincial AECs Part 3



Provincial Bus Community





Provincial AECs - Chapter 8

AEC Regents Nos. 50-51



In 1940, Provincial acquired two further AEC Regents, Nos 50-51 (DOU 427/8). They had Park Royal bodywork and an AEC 6.6 litre diesel engine, but this time arrived at Hoeford with a H26/22R configuration. These were the last two Park Royal bodies based on the original 1933 AEC prototype. They were, however, re-seated to H30/26R, No. 50 in March 1943, and No. 51 in May of that year. They survived in service until the early 1960s, No. 51 being withdrawn on 17/07/1963, and No. 50 on 12/12/1964.

No. 51 (DOU 428) was sent to C Morgan & Sons (dealer), Waltham Chase for scrap and left Hoeford on 04/05/1965.

No. 50 (DOU 427) was sold to an unidentified buyer in Leeds, and Left Hoeford on 09/08/1966.



No. 50 (DOU 427) in Castle Row, Mumby Road, Gosport. This photo was from the days when everybody did the football pools, Vernons, Littlewoods, Copes etc. Behind No. 50 is No. 32 (EOR 878) a utility Guy Arab in its original form, also showing the route number box under the nearside canopy.

Photo: JC Gilham



No. 51 (DOU 428) at Gosport Ferry. A couple of points of interest are the radiator blind which was used to reduce cooling in the Winter months. Also, the route number indicator is carried under the nearside front canopy, a temporary measure until the bus went through a body overhaul when a route number aperture was added next to the destination blind. **Photo: Provincial Society Collection**



No. 50 (DOU 427) parked up at Gosport Ferry. As can be seen, unlike the previous photo of No.51, The route number box has been moved the the front panel next to the destination, this was carried out on all buses eventually. **Photo: © V Blackmore**



No. 50 (DOU 427) emerging from the bus wash at Hoeford

Photo: © V Blackmore



Below: No. 51 (DOU 428) at Gosport Ferry. Cigarette and Beer adverts seemed to proliferate in those days, both of which you probably wouldn't see now.

Photo: © V Blackmore



Provincial AECs - Chapter 9

AEC Regents Nos. 19-22



During the early years of World War 2, in 1940, Provincial acquired 6 AEC Regents from City of Oxford Motor Services (COMS). This part of the story covers No's 19-22, (JO 5403-6) the other two Nos. 52 (JO 1628), 53 (JO 1626) will be covered by part 10 of this series.

These Regents were acquired to help with wartime traffic demands, and when purchased these Regents had petrol engines. They were new to COMS in 1932, No. 19 had a Brush H28/24R body, and the other three had Weymann H28/24R bodies. They entered service without modification, but, as is well known, No.19 was converted to open top O28/24R in 1951, and its petrol engine was replaced with a diesel in 1953. This vehicle still survives today, albeit in COMS livery, at the Oxford Bus Museum.

Withdrawals began in November 1948 when the bodies of Nos. 20 and 21 were condemned and scrapped at Hoeford. In January 1949, No. 22 was donated to the Hoeford Cycle Speedway Club as a temporary pavilion stood on bricks with the wheels removed by July 1950. In August 1952, the company scrapped the body and reconditioned the chassis.

No. 19 was withdrawn from service in August 1964 and sold in January 1965 to Colin Shears (West of England Transport Collection), Exeter for preservation. It was subsequently Sold to N. Taylor, of Oxford, for continued preservation, and now resides at the Oxford Bus Museum.



No. 21 (JO 5405) at Hoeford. These Regents entered service In Oxford livery with Provincial fleet names painted over the Oxford ones as a wartime expediency. The wartime practice of painting the tips of the front mudguards white to conform with blackout regulations can be seen.

Photo: Provincial Society Collection



*The well known Provincial open topper and remarkable survivor No.19 (JO 5403) seen here at Gosport Ferry on service 6. The open toppers were usually used on services to Stokes Bay and Lee on the Solent in summer months, but occasionally, as seen here on other services which went nowhere near the coast. I have fond memories of travelling on this bus on service 1 and 3 in the summer as a child, and trying to touch the underside of Fareham Station arch as we passed under it! **Photo: Provincial Society Collection***



*Although the quality of this photo is poor, I thought it was worth including. It shows a line up of the four ex Oxford Regents presumably at Hoeford. Two have Provincial fleet names added, the other two appear to be in full Oxford livery. **Photo: Authors Coll***



No.19 (JO 5403) now in Provincial livery before it was de-capitated, inside Hoeford.

Photo: Stephen Didymus collection



Below: No. 20 (JO 5404) in full COMS livery, probably when newly delivered to them judging by the shiny appearance and trade plates in the back window. It is interesting to note that it was numbered 19 in the COMS fleet and 20 by Provincial!

Photo: Stephen Didymus collection



Provincial AECs - Chapter 10

AEC Regents Nos. 52-53



In the the previous chapter of this story, we covered four of the six AEC Regents Provincial acquired from City of Oxford Motor Services (COMS) in 1940, Nos. 19-22. These were new to COMS in 1932.

The other two Regents were older, (new in 1931). Provincial numbered these as Nos 52-53. (JO 1628, JO 1626). Unlike the other four, Mr Orme White had new H24/24R, Park Royal bodies, similar to some built for Halifax, fitted to these before entering service. These were later resealed to H30/26R in 1946. They were also fitted with Orme Whites favourite, at that time, 4 cylinder diesel engines, the same as those used in the Regal 4s and 50 and 51.

Whilst in the AEC service depot, these two suffered damage from a Luftwaffe attack, they were then repaired before delivery to Provincial.

Both were withdrawn and sold for scrap in 1964.

Footnote:- City of Oxford Motor Services ordered ten AECs with preselector gearbox. Those which came to Provincial and all had this type of gearbox. Orme White issued a set of typewritten guidance on how to operate the 'Daimler' gearbox.

David Whitaker believes Oxford staff heartily disliked the gearbox and the Company never bought the type again.

Thanks to David Whitaker for his help with this article.



*No.52 (JO 1628) seen here after repairs had been carried out to the damage caused by the Luftwaffe, and before delivery to Provincial.
Photo: David Whitaker Collection*



A view inside the garage at Hoeford showing No. 52 (JO 1628) and the rear of No. 37 (FT 4221) an ex Tynemouth AEC Regent, bought as a replacement for buses destroyed in the 1957 fire.

Photo: Vic Nutton



No.53 appears to have been somewhat camera shy compared to No.52, but I have managed to find this photo of it at Gosport Ferry.

Photo: © V. Blackmore



Above: No. 52 (JO 1628) at the Ferry. I am not sure which route it is on as the route number box is not visible, being positioned under the canopy in those days.

Photo: © V. Blackmore



Below: Before the bus wash was installed at Hoeford, buses were washed by hand as can be seen here. No. 52 is the subject of attention. **Photo:** David Whitaker Collection



Provincial AECs - Chapter 11

AEC Regents Nos. 17-18



In December 1941 London Transport loaned Provincial two ST type AEC Regents, ST 906, ST 909 (GJ 2082,2095). Provincial numbered them as 17 and 18.

Both buses were new to Thomas Tilling Limited, London as 6082 (GJ 2082) and 6095 (GJ 2095), based at Catford depot. They were transferred to London Transport on its formation in 1933.

The story goes that they brought in to replace the two City of Oxford Regents (Nos 52 & 53) that were damaged by Luftwaffe action whilst at an AEC service centre. Both were returned to London Transport in October 1943.

ST 906 was withdrawn by London Transport in 1949 and sold to an Essex scrap dealer. ST 919 was withdrawn in 1944 due to bomb damage, and its chassis was dismantled at Chiswick works in September 1945.

Another ST of the same batch, ST 922 (GJ2098), is preserved at the London Bus Museum at Cobham.





This rather fuzzy photo of No.17 (ST906) (GJ 2082) is the only one I can find of one of the STs loaned by London Transport. Here it is seen in London on route 110 to Twickenham. I don't believe any photos of these two in Provincial service exist, unless, of course anyone knows differently.

Photo: Eric Searle Collection

