

Provincial AECs Part 5



Provincial Bus Community





Provincial AECs - Chapter 16

AEC Regents Nos. 64-65



In October 1955, two further ex Nottingham AEC Regents arrived at Hoeford. They were numbered 64 (ETV 778) and 65 (ETV 785). They were both new to Nottingham in October 1938, and had Metro-Cammell H28/26R bodies. They were numbered 52 and 59 in the Nottingham fleet.

These, like the previous two ex Nottingham Regents (62-63), did not last long with Provincial, No. 64 being withdrawn in 1959 and No. 65 in 1961.

They were both sold to M. T. B. (dealer), Tadley, Basingstoke for scrap in January 1961.



No. 65 (ETV 785) at an unknown location. The note on the photo says it is Fareham West End, but I lived there at the time and don't recognise the houses in the background. It is not the Fairfield Avenue terminus which is shown on the next page, does anyone recognise it?

Photo: Fred York



No. 65 (ETV 785) at Gosport Ferry in company with open topper ex Oxford AEC Regent No.19 (JO 5403) shortly to be on its way to Stokes Bay.

Photo: Provincial Society Collection



No. 64 (ETV 778) in a similar position to the above photo, also with an unidentified open topper. Health and safety officials these days would have a seizure at the size of those narrow pedestrian refuges, with people waiting for buses which were passing both sides. One step back and that would be it!

Photo: Provincial Society Collection



No. 65 (ETV 785) at the Fairfield Avenue Terminus of routes 1 and 3. This where : I spent many happy hours as a child watching the buses come and go. The photo also shows one of the standard concrete and asbestos shelters widely used on Provincial's routes.

Photo: Fred York



Below: At Hoeford on a snowy day, No.65 looks like it has been withdrawn and waiting its fate, as the engine cover has been removed.

Photo: Stefan Splawinski



Provincial AECs - Chapter 17

AEC Regent No. 16



In 1954, Provincial acquired a H30/26R Weymann bodied AEC Regent No. 16 (BUS 138). This was new to Glasgow Corporation (No.571) in 1938. It arrived at Hoeford on 19/01/1955. It was originally sold by Glasgow to Miller, Cirencester from whom it was purchased by Provincial.

It was destroyed in the 1957 Hoeford depot fire, and the remains went to G Cohen (dealer) for scrap.



As far as I am aware, there are no photos of No.16 in Provincial livery in existence. It is seen here whilst in Glasgow.

Photo: Roy Marshall



Provincial AECs - Chapter 18

AEC Regent Coaches Nos. 68-69



After purchasing a Bedford SBO/Duple coach in 1954, Provincial proceeded to build a couple of look alike coaches. These were constructed from remaining chassis parts from withdrawn ex Oxford AEC Regents.

The first one was No.68 (OCG 444) in 1955. The chassis came from Regent No.22 (JO 5406). It was given a Reading FC35F body and first registered on 01/08/1955.

No.68 was withdrawn in April 1969 and sold to Fort Wallington Car Breakers (dealer) for scrap.

No. 69 (PCG 436) followed in 1956. The chassis for this vehicle came from Regent No.21 (JO 5405). Some parts were also sourced from the chassis of No.20 (JO 5404). The refurbished chassis was also given a Reading FC35F body and first registered on 01/05/1956

No.69 was withdrawn in April 1969 and sold to Fort Wallington Car Breakers (dealer) for scrap.



Coach No.68 (OCG 444) is seen at Hoeford, behind is either Bedford No. 67 (JBK 668) or sister No.69 (PCG 436).



No. 68 (OCG 444) looking very shiny on a private hire duty. **Photo: David Whitaker**



In latter years the two coaches were used on normal bus duties in times of need. No.69 (PCG 436) is seen on Service 5 at Gosport Ferry. **Photo: Charles Chidwick**



Provincial AECs - Chapter 19

AEC Regents Nos. 1-2



In early 1957, two further AEC Regents were acquired. These were :-

No.1 (JX 7048) with a Park Royal H30/26R body new in March 1939 to Halifax Corporation. Potteries Motor Traction (PMT) bought a lot of these from Halifax, what they did not use they sold on, Berresford took some, Beckett of Bucknall took JX 7048 & JX 7052. Whilst it was with Beckett it was given the engine, radiator and bonnet from ex-London Transport STL1599 which had been purchased for spares.

No.2 (BUS 107) with a Weymann H30/26R body new in May 1938 to Glasgow Corporation

Both arrived at Hoeford in February 1957.

No.1 was withdrawn in September 1959 and No.2 in December 1959.



No. 1 (JX 7048) seen here at Hoeford. The STL bonnet can be clearly seen.





No. 2 (BUS 107) in West Street Fareham on Private hire.

Photo: Fred York



No. 2 (BUS 107) inside Hoeford Garage with the engine removed. Photo: Douglas Parker