

Buses And Coaches From 1940 Olyslager Auto Library

A guide through the many publications on 20th-century British history, this reference contains over 27,000 entries arranged by theme, with introductions to each chapter.

This book looks at an important turning point in the history of the bus industry in Britain. 1967 was the penultimate year to the end of an era, when private and semi-nationalized company's operated the bus networks in this country. After 1967 the network was never the same again, with the formation of the National Bus Company in 1968. The NBC was a very bland organization compared to the colourful bus companies that had existed before nationalization, and many small municipal fleets amalgamated to form Passenger Transport Executives. This comprehensive volume covers a large number of the bus companies throughout the country in 1967 and also has a good readable narrative describing Jim Blake's journeys travelling on these services across Britain.

The 1970 Tilghman baseball team was a conglomeration of students from all over Paducah, a town of about thirty thousand in West Kentucky. The Blue Tornado already had a proud history of success in football, basketball, track and baseball. However, little was expected from this year's team. Fielding a starting roster and coaches with limited experience, the team began with a mediocre record, but became a tough opponent as the season progressed- ultimately surprising everyone by making it to the finals of the Kentucky State High School Tournament. The tournament was one of the most memorable in Kentucky sports history, including teams from Madisonville, Louisville Trinity, Lexington Lafayette, Somerset, Russell, Covington Catholic, Elizabethtown and Paducah Tilghman. This is a story about growing up in a small Midwestern town - remembering life in Paducah and a tribute to the great players across the State as told through photographs, statistics, news accounts and memories of the 1960s.

Although the Surrey towns of Walton-on-Thames and Weybridge were for many years served by the London bus network, there were also a number of small scale locally based operators running bus services, before selling out to London Transport in the 1930s. Such companies ran coaches for private hire, contracts and pleasure outings, commencing just after the First World War. This book seeks to newly record the history of these proprietors and put the activities of the London General Omnibus Company and later London Transport into local context. The story starts in the 1890s with horse drawn buses linking with the local railway stations and carries the reader through the dawn of the motor era, the rise of the charabanc, entrepreneurial opportunities in the 1920s and consolidation in the 1930s, World War Two and the gradual decline of bus services from the 1960s. It culminates in a return to a de-regulated operating environment in 1986. Capturing the story of Ben Stanley's Coaches (amongst other pioneers) by using primary source material, the book covers more than just routes and vehicles - it attempts to show how road passenger transport was influenced by local social historic and economic activity.

Chicago Motor Coach Company chronicles an era in Chicago when buses first traversed the city's park district boulevards, including the Magnificent Mile. Streetcars were not allowed on the boulevards; this situation paved the way for the first motor bus operation, Sheridan Road on the North Side, in 1917. By 1922, John D. Hertz would purchase the Sheridan Road line and secure franchises to operate over the boulevards on the South and West Sides. The Chicago Motor Coach Company was now born, along with the bus-building industry. From a Hertz plant in Chicago, it would become General Motors Truck and Coach Division at Pontiac, Michigan, the largest producer of transit buses in the world. In 1952, the Chicago Transit Authority (CTA) would purchase the Chicago Motor Coach Company.

A biography of a company that for years was on the cutting edge of development of a rapidly evolving and growing industry--production of streetcars and railroad cars.

The history of public transportation in Greater Cleveland spans two centuries. From the opening of the Ohio and Erie Canal to the opening of the new waterfront rapid transit, this book traces the changing contours of a metropolitan area and the modes of transport available to its public.

With the powerful, rhythmic sounds of Aboriginal English and Kokatha language woven through the narrative, Mazin Grace is the inspirational story of a feisty girl who refuses to be told who she is, determined to uncover the truth for herself. Growing up on the Mission isn't easy for clever Grace Oldman. When her classmates tease her for not having a father, she doesn't know what to say. Pappa Neddy says her dad is the Lord God in Heaven, but that doesn't help when the Mission kids call her a bastard. As Grace slowly pieces together clues that might lead to answers, she struggles to find a place in a community that rejects her for reasons she doesn't understand. In this novel, author Dylan Coleman fictionalizes her mother's childhood at the Koonibba Lutheran Mission in South Australia in the 1940s and 1950s.

Volume two concludes the account of the first and last horsecar, trolley, streetcar, and interurban lines within Kentucky. The Commonwealth's first horsecar line opened in 1844 in Louisville (Jefferson Co.), and the last horsecar line closed in 1919 in Barbourville (Knox Co.). (#2) The first electric powered trolley line opened in 1882 in Middlesborough (Bell Co.), and the last closed in 1950 in Covington (Kenton Co.). The first electric overhead wire powered streetcar line opened in 1890 in Paducah (McCracken Co.). (#3), and the last closed in Ft. Mitchell (Kenton Co.) in 1950. The first interurban line in Kentucky started running from Louisville (Jefferson Co.) in 1901, and the last interurban operation within Kentucky ended here in 1939. Trolley bus service started in 1936 in Louisville (Jefferson Co.) and ended in 1958 in Covington (Kenton Co.). Electric powered cars pulling trailers were first used in 1882 in Middlesborough (Bell Co.), and the last was used in 1948 in Louisville (Jefferson Co.).

The Buses and Coaches of Bristol and Eastern Coach Works outlines the history of Bristol Commercial Vehicles and Eastern Coach Works (ECW), two manufacturers that together developed some of the most familiar buses and coaches of the twentieth century. The book covers the full production histories and specifications for the standard range of models produced from 1936 to 1983. The variety of engines used to power Bristol-ECW is outlined and a mechanical specification for each chassis is provided, along with a description of the different body styles produced by ECW for each chassis. There is also a chapter on owners' experiences and advice on buying a bus for preservation. Coverage includes the development of Bristol models in the 1930s - J-type single-decker, K-type double-decker and L-type single decker; the engines, including the Bristol petrol and diesel engines, and other manufacturers' engines used in Bristol chassis; the Lodekka - the radical replacement for the Lowbridge double-decker in the 1950s; the single-deckers of the 1950s - The LWL, LS, SC, and MW; the rear-engined era - The RE single-decker and the VR double-decker; the lightweight LH single-decker and the final years of production. Illustrated throughout with 250 colour photographs - many of them previously unpublished.

The Wheels That Drove New York tells the fascinating story of how a public transportation system helped transform a

small trading community on the southern tip of Manhattan island to a world financial capital that is home to more than 8,000,000 people. From the earliest days of horse-drawn conveyances to the wonders of one of the world's largest and most efficient subways, the story links the developing history of the City itself to the growth and development of its public transit system. Along the way, the key role of played by the inventors, builders, financiers, and managers of the system are highlighted. New York began as a fur trading outpost run by the Dutch West India Company, established after the discovery and exploration of New York Harbor and its great river by Henry Hudson. It was eventually taken over by the British, and the magnificent harbor provided for a growing center of trade. Trade spurred industry, initially those needed to support the shipping industry, later spreading to various products for export. When DeWitt Clinton built the Erie Canal, which linked New York Harbor to the Great Lakes, New York became the center of trade for all products moving into and out of the mid-west. As industry grew, New York became a magnet for immigrants seeking refuge in a new land of opportunity. The City's population continued to expand. Both water and land barriers, however, forced virtually the entire population to live south of what is now 14th Street. Densities grew dangerously, and brought both disease and conflict to the poorer quarters of the Five Towns. To expand, the City needed to conquer land and water barriers, primarily with a public transportation system. By the time of the Civil War, the City was at a breaking point. The horse-drawn public conveyances that had provided all of the public transportation services since the 1820's needed to be replaced with something more effective and efficient. First came the elevated railroads, initially powered by steam engines. With the invention of electricity and the electric traction motor, the elevated's were electrified, and a trolley system emerged. Finally, in 1904, the City opened its first subway. From there, the City's growth to northern Manhattan and to the "outer boroughs" of Brooklyn, Queens, and the Bronx exploded. *The Wheels That Drove New York* takes us through the present day, and discusses the many challenges that the transit system has had to face over the years. It also traces the conversion of the system from fully private operations (through the elevated railways) to the fully public system that exists today, and the problems that this transformation has created along the way.

A-Z of British Bus Bodies sets out to offer a first port of call for anyone with an interest in those who built bus and coach bodies in Britain and Ireland between 1919 and 1975. From charabanc to service bus, from luxury coach to municipal double-decker, the sheer variety of public service vehicle (PSV) bodies is astonishing. The alphabetical listing of British bus body builders between 1919 - 1975 covers the well-known larger companies and small local companies, and is illustrated with period and modern images, including contemporary advertising material. It includes a substantial introduction looking at operators of the period, the body building process and the development of bus body building throughout the period. A comprehensive guide to bus bodies 1919-1975 and a valuable reference work for the bus enthusiast. Superbly illustrated with 300 colour and black& white photographs including period and modern images and contemporary advertising material. James Taylor has been researching and writing about motoring history for over thirty years and has been interested in classic buses since childhood.

AEC, Bristol, Crossley, Daimler, Dennis, Leyland and others were all manufacturers of passenger vehicle chassis which could be seen throughout the country in the years following the end of World War Two. They produced a wide range of double deck and single deck buses and coaches, bodied by a considerable number of body builders. With the exception of Dennis, all those chassis makers have now disappeared, along with nearly all the body builders. In addition, most operators of this variety of vehicles are no longer in existence, being primarily absorbed into larger operations. This book can only give a small indication of the major role Steve and his Quantock Heritage fleet have played in preserving not only part of the engineering history of this country, but its effect also on social history. In practical terms he has displayed this by enabling the general public to see, enjoy, and also use vehicles of a bygone era.

The social and political aspects of Cleveland's public transportation history are the subject of this companion volume to *Horse Trails to Regional Rails*. This volume describes and lists both the early vehicles and the modern ones.

Neil Clarke explores the history of road transport in East Shropshire.

Buses and Coaches from 1940
Buses and Coaches from 1940
Frederick Warne Publishers
Fitzjohn 100 for 1940
Buses and Coaches in and around Walton-on-Thames and Weybridge, 1891–1986
Pen and Sword Transport

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