
British Independent Buses In The 1990s

The London Encyclopaedia (3rd Edition)
London's Exiled Buses
An Economic History of Transport in Britain
History of the Leyland Bus
The Commercial Motor
British Independent Buses in the 1980s
Transport in Britain
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British Independent Buses in the 2000s
A Bibliography of British History, 1914-1989
British Buses & Coaches in the 1960s
Unconventional and Community Transport in the United Kingdom
Bus-Pass Britain
British Independent Bus and Coach Operators
British Independent Buses in the 1990s
Competition Ownership of Bus and Coach Services
Routledge Library Editions: Transport Economics
Air Transport
Integrated Transport
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International Handbook on Transport and Development
The Crisis of London
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The New Statesman
Bus-Pass Britain
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The Cambridge Urban History of Britain
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British Independent Buses in The 1990s
The London MB and SM Buses - A London Bus Disappointment
The Economics of European Air Transport
Economic History of Transport in Britain
The Growth of Public Expenditure in the United Kingdom from 1870 to 2005
The New Age

KEELY YOSEF

The London Encyclopaedia (3rd Edition) Springer

Featuring previously unpublished images, a look at the early twenty-first century independent bus scene.

London's Exiled Buses Cambridge University Press

Containing over 25,000 entries, this unique volume will be absolutely indispensable for all those with an interest in Britain in the twentieth century. Accessibly arranged by theme, with helpful introductions to each chapter, a huge range of topics is covered. There is a comprehensive index.

An Economic History of Transport in Britain Routledge

PURCHASED to replace London Transport's ageing RT-type fleet, and also to ease staff shortages by extending one-man operation, the MB-types were not only a disappointment, but an unmitigated disaster! Their successors, the SM-types, were if anything worse, being underpowered as well as equally unsuitable for London operation. In this new volume of his photos, Jim Blake takes a critical look at what were therefore some of the most unsuccessful buses ever operated by London Transport, operating only between 1966 and 1981, most of them however achieving only six or seven years' service - if that. Most of the pictures featured have never been published before and many show rare and unusual scenes, several inside LT's garages and Aldenham Works, now themselves no longer in existence. In addition to the buses themselves, Jim also catches glimpses of London life spanning the period from the "swinging 'sixties" to the harsh first years of the Thatcher regime. The MB and SM family of vehicles also saw service with London Country, the latter being delivered new to them - but they fared just as badly in the outlying countryside around London as in Central London. They brought to a sad end London Transport's long association with A.E.C. buses, and could not have been more different from the legendary, long-lived RT, RF and Routemaster classes produced by that manufacturer!

History of the Leyland Bus Pen and Sword Transport

Public Transport is a comprehensive textbook covering the planning of all public transport systems (bus, coach, rail, taxi and domestic air travel) in Britain and other countries with similar systems. The term 'planning' is used both in the context of local authority and central government roles and in the work done by transport operators for example, network structures, vehicle type selection. In addition to the various types of transport, the differing needs of the urban, rural and long distance markets are examined. This restructured new edition gives greater emphasis to service quality and marketing issues as well as covering recent changes in legislation, statistics and research findings. Public Transport is of particular interest to transport planners in local authorities and consultancies, managers in transport operations, as well as undergraduates and MSc students of transport planning and those studying for the membership examinations of the Chartered Institute of Logistics and Transport.

The Commercial Motor Routledge

During the 1960s, a large number of independent bus and coach fleets existed, which varied enormously in size and scope of operation. They ranged from major operators such as Barton Transport (Nottinghamshire); Lancashire United and West Riding who operated stage carriage services as well as coach fleets; or Wallace Arnold Tours of Leeds, a major coach touring company in Britain and Continental Europe; to small operators who possessed just a handful of vehicles. The latter were sometimes involved only in private hire work, for such things as outings to sporting events or theaters, school or industrial contracts or often a combination of both. Smaller operators were based throughout the country, sometimes in tiny villages but also in the heart of large cities. Often the smaller operators bought redundant buses and coaches from major operators, whether BET, BTC (Tilling) or municipal concerns, or London Transport. Many got bargains from the latter, with surplus RT and RTL double-deckers sold following the disastrous bus strike and service cuts of 1958. Conversely, redundant vehicles bought by independent fleets often brought types that came from as far away as Scotland to London and the south east. In the 1960s, the oldest buses and coaches with independent fleets were those employed on school or industrial contracts. These were not subject to the rigorous tests governing those carrying fare-paying passengers, so could be kept going until they were literally falling apart! These were known as 'non-PSVs', i.e. non-public service vehicles. On the other hand, some very small independent fleets, often with the title 'Luxury Coaches', took great pride in their fleets. They would purchase new coaches every two or three years and keep them in immaculate condition. The net result was that British independent bus and coach operators in the 1960s had a fascinating variety of chassis and body makes and styles, as well as liveries. This book shows many of these as they were between fifty and sixty years ago.

British Independent Buses in the 1980s Oxford University Press

Featuring previously unpublished images, a nostalgic look back at the 1990s independent bus scene of Britain.

Transport in Britain Bradt Travel Guides

'There is no one-volume book in print that carries so much valuable information on London and its history' Illustrated London News The London Encyclopaedia is the most comprehensive book on London ever published. In its first new edition in over ten years, completely revised and updated, it comprises some 6,000 entries, organised alphabetically, cross-referenced and supported by two large indexes - one for the 10,000 people mentioned in the text and one general - and is illustrated with over 500 drawings, prints and photographs. Everything of relevance to the history, culture, commerce and government of the capital is documented in this phenomenal book. From the very first settlements through to the skyline of today, The London Encyclopaedia comprehends all that is London. 'Written in very accessible prose with a range of memorable quotations and affectionate jokes...a monumental achievement written with real love' Financial Times

British Buses 1967 Manchester University Press

A superbly illustrated history of the Leyland bus, one of the most important British buses of the

twentieth century, with full production histories and technical specifications for all the major models. Also covers the evolution of the Leyland Bus company, and tells the full story behind the iconic Leyland badge. Including some previously unseen illustrations, the book gives a full company history - from beginnings as the Lancashire Steam Motor Company in 1886, to the acquisition by Volvo Buses in 1988. Technical details of all the main models are given including the Lion, Titan and Olympic ranges. Gearless buses and rear-engined double-deckers are covered as well as charabancs, trolleybuses, First World War military vehicles and overseas models. This will be an essential guide to these much-treasured vehicles and is beautifully illustrated with some never-before-seen pictures from the Leyland company's archives including 153 black & white photographs and 106 colour and b&w prints.

Urban Transportation Abstracts A&C Black

A pictorial history of Great Britain's independent bus and coach fleets from the 1960s. During the 1960s, many independent bus and coach fleets existed in Britain, and each varied enormously in size and scope of operation. They ranged from major operators such as Barton Transport (Nottinghamshire); Lancashire United and West Riding who operated stage carriage services as well as coach fleets; or Wallace Arnold Tours of Leeds, a major coach touring company in Britain and Continental Europe; to small operators who possessed just a handful of vehicles. The latter were sometimes involved only in private hire work, for such things as outings to sporting events or theaters, school or industrial contracts or often a combination of both. Smaller operators were based throughout the country, sometimes in tiny villages but also in the heart of large cities. Often the smaller operators bought redundant buses and coaches from major operators, whether BET, BTC (Tilling) or municipal concerns, or London Transport. Many got bargains from the latter, with surplus RT and RTL double-deckers sold following the disastrous bus strike and service cuts of 1958. Conversely, redundant vehicles bought by independent fleets often brought types that came from as far away as Scotland to London and the southeast. In the 1960s, the oldest buses and coaches with independent fleets were those employed on school or industrial contracts. These were not subject to the rigorous tests governing those carrying fare-paying passengers, so could be kept going until they were literally falling apart! These were known as "non-PSVs," i.e. non-public service vehicles. On the other hand, some very small independent fleets, often with the title "Luxury Coaches," took great pride in their fleets. They would purchase new coaches every two or three years and keep them in immaculate condition. The net result was that British independent bus and coach operators in the 1960s had a fascinating variety of chassis and body makes and styles, as well as liveries. This book shows many of these as they were between fifty and sixty years ago.

British Independent Buses in the 2000s Taylor & Francis

In the 1970s the main UK bus groups were the National Bus Company, the Scottish Bus Group, the Passenger Transport Executives and various council-owned concerns. Today we have Stagecoach, First and Arriva, plus several smaller groups, with just a handful of councils still owning bus operations. Throughout these major changes to the bus industry, there have been hundreds of smaller independent bus companies running stage carriage services on the roads of the United Kingdom. In this book we look at these, from the small operators with just one or two buses, to the larger fleets, such as Lancashire United. Since the 1970s, many independent companies have been

swallowed up by larger groups, and one or two have ceased trading. However, many are still thriving and other operators have taken the place of those that we've lost. Deregulation in 1986 brought a host of new bus operators, competing for business with the companies that had run their services for many years. Inevitably, there were some casualties, but today the independent bus sector is alive and well. This book illustrates the great variety of independent buses that have graced Britain's roads, from the early 1970s to the present day.

A Bibliography of British History, 1914-1989 Pen and Sword Transport

Each volume in this new series is a collection of seminal articles on a theme of central importance in the study of transport history, selected from the leading journal in the field. Each contains between ten and a dozen articles selected by a distinguished scholar, as well as an authoritative new introduction by the volume editor. Individually they will form an essential foundation to the study of the history of a mode of transport; together they will make an incomparable library of the best modern research in the field.

British Buses & Coaches in the 1960s Pan Macmillan

London is in a mess, with homelessness, poverty, unemployment, transport problems and environmental problems. This book looks at what has gone wrong, exploring policy directions that could make the city a more humane and livable place.

Unconventional and Community Transport in the United Kingdom Rick Steves

Public expenditure has increased considerably in the UK from around ten per cent of GDP in the 1870s to forty per cent and above in the 21st century. Clive Lee explores the fluctuations in state spending, highlighting the ongoing political conflict over the size and extent of welfare provision.

Bus-Pass Britain Routledge

Featuring previously unpublished images, a nostalgic look back at the 1990s independent bus scene of Britain.

British Independent Bus and Coach Operators Pen and Sword

Bus-Pass Britain is a colourful celebration of travelling by bus around the British Isles and features a selection of 50 favourite bus-routes submitted by members of the public in response to a Bradt competition. Their favourite bus routes reveal a wonderful mosaic of journeys across Britain, from a pleasant meander through Surrey lanes to an orbit through Birmingham's edgy suburbs. Evocative and fun, the book reveals how free bus passes have encouraged a new generation of keen explorers. Join us on the top deck for a fresh perspective on towns and villages across Britain. Each journey includes recommendations on where to stop and explore, providing details of inspiring sights, suggested walks and the best local cafes, pubs, restaurants. All the practical details: bus times, the length and duration of each route and travel connections to the start and finish, are provided and the book features a scattering of quirky stories and reflections (entitled Bus-stops) on the wonders of this more leisurely form of travel.

British Independent Buses in the 1990s Taylor & Francis US

Before the Industrial Revolution, everyone lived within short walking distance of their workplace. However, all of this has now changed and many people commute large distances to work, often taking around one hour in each direction. We are now used to being stuck in traffic, crammed onto a train, rushing for connecting trains and searching for parking spaces close to the station or our

workplace. Commuters explores both the history and present practice of commuting; examining how it has shaped our cities and given rise to buses, underground trains and suburban railways. Drawing upon both primary sources and modern research, Commuters tells the story of a way of life followed by millions of British workers. With sections on topics such as fictional commuters and the psychology of commuting; this is a book for everybody who has ever had to face that gruelling struggle to get to the office in time.

Competition Ownership of Bus and Coach Services Crowood

Mass tourism is one of the most striking developments in postwar western societies, involving economic, social, cultural, and anthropological factors. For many countries it has become a significant, if not the primary, source of income for the resident population. The Mediterranean basin, which has long been a very popular destination, is explored here in the first study to scrutinize the region as a whole and over a long period of time. In particular, it investigates the area's economic and social networks directly involved in tourism, which includes examining the most popular spots that attract tourists and the crucial actors, such as hotel entrepreneurs, travel agencies, charter companies, and companies developing seaside resort networks. This important volume presents a fascinating picture of the economics of tourism in one of the world's most visited destinations.

Routledge Library Editions: Transport Economics Policy Press

Hike the wild moors of Dartmoor, explore the scenic bays of Cornwall, and dive into history at Hadrian's Wall: England is yours to discover with Rick Steves! Inside Rick Steves England you'll find: Comprehensive coverage for spending two weeks or more in England Rick's strategic advice on how to get the most out of your time and money, with rankings of his must-see favorites Top sights and hidden gems, from the ancient and mysterious Stonehenge to cozy corner pubs How to connect with

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local culture: Enjoy an evening at the theatre, take high tea in a classic hotel, or cheer on the team with fans at a football match Beat the crowds, skip the lines, and avoid tourist traps with Rick's candid, humorous insight The best places to eat, sleep, and relax with a pint Self-guided walking tours of lively neighborhoods, historic sites, and museums Detailed neighborhood and museum maps for exploring on the go Useful resources including a packing list, a phrase book of British slang, a historical overview, and recommended reading Over 900 bible-thin pages include everything worth seeing without weighing you down Complete, up-to-date information on London, Windsor and Cambridge, Canterbury, Dover, Brighton, Portsmouth, Dartmoor, Cornwall, Penzance, St. Ives, Penwith Peninsula, Bath, Glastonbury, Wells, Avebury, Stonehenge, Salisbury, Oxford, the Cotswolds, Stratford-upon-Avon, Warwick, Coventry, Ironbridge Gorge, Liverpool, Blackpool, the Lake District, Yorkshire, Durham, and more Make the most of every day and every dollar with Rick Steves England. Visiting for less than two weeks? Try Rick Steves Best of England.

Air Transport Routledge

Featuring previously unpublished images, a nostalgic look back at the independent bus scene of 1980s Britain.

Integrated Transport Amberley Publishing Limited

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.