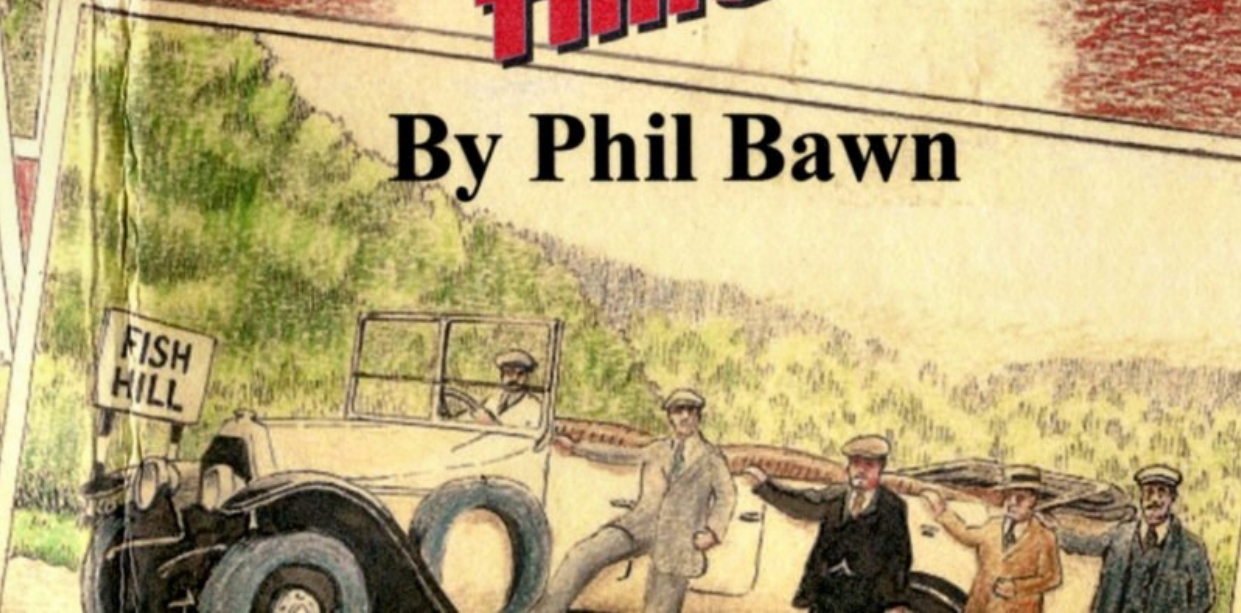


Harvington Transported Through Time

By Phil Bawn



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Published 2011

Reprinted 2012

Cover design by Pete Crooks

Introduction

Those of you who know me will have realised that I am as passionate about motor cars (preferably old ones) as I am about music, and it was the 'car part' of me that made me often think about the Black and White Garage and other forms of transport and, indeed, manufacturing at or near Harvington village crossroads.

For those of you new to the village, the 'Black and White' was a large business that occupied the corner of Leys Road and Alcester Road junction, and I know many of the older people will remember it and may well have worked there.

As the name suggests the premises was coloured black and white, was a landmark in the area and sold cars. "But what else, and how did it start?" I asked myself as I walked or cycled past. But, before getting started, I realised that I couldn't just write about a garage and cars since coaches and trailers would come into it as well. And, of course, looking at transport also led me to the railways which would have been Harvington's first powered means of transporting people to and from the village.

So I begin with the Railway. Of course, barges on the Avon were a very early form of transport but they were used for goods. The bus service through the village has always been important, too, but that is another subject in itself.

Phil Bawn

Acknowledgements

In order to write this booklet I needed and received lots of help from people associated with the various businesses involved and from the Transport Archives at Walsall and Wythall. Photographs were freely lent to me by local people and I wish to express my gratitude to them for their generosity. I have compiled below a list of people who helped me with this project, but if I have left anyone out please accept my apologies.

Clive Allen	Doreen Lloyd
Dave Andrews	Doreen Marshall
Derek Ball	Michael Mathews
Cliff Bishop	Jackie Owen
Colin Brooks	Harry Reynolds
Stan Brotherton	the late John Salter
Jess Fairs	Kathleen and Leslie Stanbra
Tony Grey	Audrey Trow
Anthony and Sandra Wheeler	

Certain of the people mentioned above have given me a great deal of the extra help that I needed and they know who they are, so my very special thanks to you.

Disclaimer

I have researched the subject matter as thoroughly as possible but a lot of the content relied on the memories of various people. Please accept that this has been written in good faith and I cannot accept responsibility for content error.

Finally, profits from the sale of this publication will go to the Harvington Village Hall fund.

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Section 1

Harvington and the Railway

A fleeting glimpse through today's overgrowth and brambles at the remains of the fast-disappearing railway route through Harvington belies the dramatic importance of its past to the community which it once served. It is a sad reminder to some of the older people in the village who knew its work in the "old days". While it was never particularly successful for its investors, the line between Ashchurch and Barnt Green (known as the "Birmingham and Gloucester loop") nevertheless played its part in the dramatic transformation of the way in which local people embraced the concepts of distance, speed, time and convenience.

Britain's world-leading "Railway Revolution" took place in three boom periods between the mid-eighteen twenties and the mid-eighteen sixties, the track mileage rising from zero to over fifteen thousand miles, including branch lines and feeders, then to over twenty thousand miles by the end of the century.

The Oxford—Worcester—Wolverhampton railway arrived in Evesham in 1853 and the Midland railway in 1854. The Ashchurch - Barnt Green line was built in four phases between 1859 and 1868. The stretch between Evesham and Alcester (to include Harvington Station as well as Salford Priors, Broom Junction and Wixford stations) opened in summer 1866 and was operated by the Evesham and Redditch Railway Company, first to goods traffic and soon after to passenger use.

While one of the main advantages of the previously mentioned loop was stated as being an alternative route to bypass the problematical Lickey incline on the main route from Birmingham to Gloucester, it had the significant benefit of providing an essential link for the villages and communities in the locality which had been overlooked in the "Railway Mania" years. In more modern parlance, it put Harvington on the map.

As with other branch lines in the country, the railway's arrival at Harvington transformed travel and transportation. As well as providing an alternative for getting from A to B it was rapidly realised that perishable goods such as fruit and vegetables, a mainstay of employment in the area, could be speedily transported to new and more distant markets. Also, the concept of commuting to nearby towns to work, for those who could afford it, started to take off. Leisure travel, which was previously difficult, slow and expensive for the vast majority of people, came within everyone's grasp, and day trips to the seaside and other excursions became a real and affordable possibility. (It is worth noting that longer distance travelling became even more popular with the introduction of toilets, or lavatories as they were more properly termed, which were introduced in carriages in the late 1860's.)

In addition to economic and leisure change, other important side-benefits accrued to the community, most notably interaction on a regional basis amongst local people and businesses who otherwise may not have had the opportunity to meet. In other words, the Harvingtonians could more readily appreciate their contribution towards the wider world.

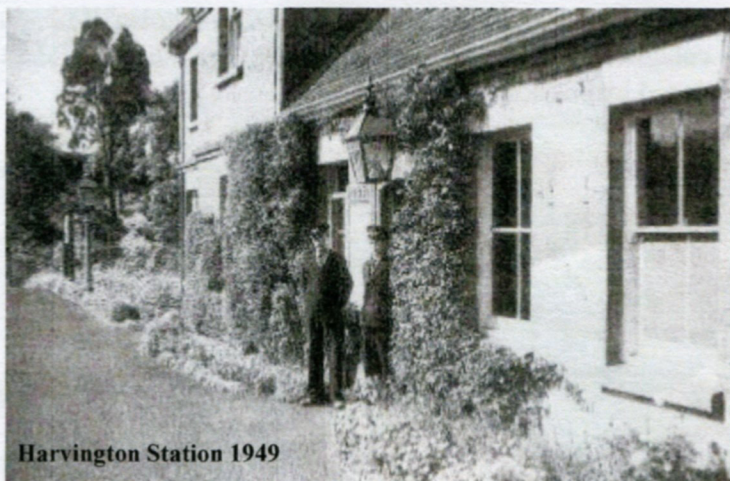
The railway revolutionised the way we live (more so in the writer's view, than its successor the motor vehicle). However, with the invention of the small internal combustion engine and the subsequent development of the first petrol-driven car by Carl Fredrick Benz in 1885, a new transport era was destined eventually to emerge.



Harvington station in its prime

The railways in general were a crucially strategic resource right through The Great War and for several years into the 1920's. However, the railway companies found it evermore difficult to remain viable, despite many re-organisations and amalgamations.

To make matters worse, the emerging road transport and car industries were rattling their superior competitive sabres in a similar way to that which the railways had done to the canal industries a century before. The decline continued relentlessly, and in 1948 the network had to be rescued from collapse by the government and nationalised as British Railways. (What goes round comes around again?!) With the nation almost bankrupted by the 2nd World War and struggling with massive war debts, no investment could be made to modernise the railways. Passengers and goods were lured away from the railway to the rapidly expanding road network.

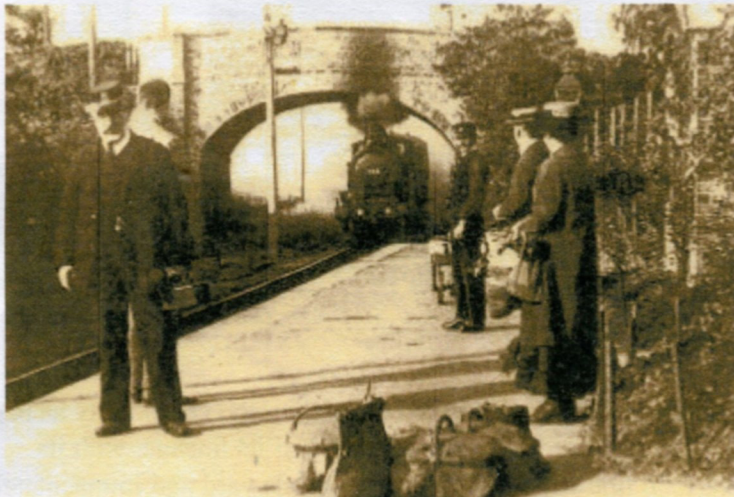


Harvington Station 1949

The local line nevertheless soldiered on serving the community as best it could. Harvington station remained proud of its lineage, with its signal box, loop line with loading gauge, goods yard and immaculately tended flower beds. It is understood that the Station Master in the 1950's was a Mr Les Palfrey, who was also Master at Salford Priors and based at Broom Junction. During the 1950's about six trains a day, both passenger and goods, passed through Harvington running each way and were used to transport fertilisers, coal, parcels and even

homing pigeons. And there were occasional trips to Weston Super Mare. Apparently, mothers with young children would travel in the Guard's van to Evesham as the buses could not easily accommodate their prams.

By the end of the 1950's British Railways was considering withdrawal of passenger services south of Redditch, but various alternative proposals were also considered to save the route in light of objections from local councils and other interested bodies. But the writing was on the wall. A survey in the early 1960's showed that, apart from Alcester and Evesham, less than twenty people used the stations each day, and the operating costs far outweighed the revenue stream with little prospect for substantial improvement. Moreover, much of the line was in poor repair and would have required considerable investment to upgrade. Passenger services through Harvington ceased in October 1962, due to the bad condition of the line between Evesham and Redditch, and these were replaced by bus services.



Harvington in the Edwardian era.

Prospects for any reprieve of the line were totally dashed by Dr. Richard Beeching's dramatic report entitled "The Reshaping of British Railways", published in March 1963, with proposals for the closure of many thousands of miles of track and some three thousand stations.

The line closed completely later in 1963, after virtually 100 years of operation, and the track bed was subsequently lifted.

Harvington railway station valiantly lives on as a private residence, complete with a restored railway carriage to enforce the station's credentials. In addition, the nearby bridge acts as the roof to an architect-designed private dwelling beneath it.

It is often said that we cannot move on from here unless we know where we have come from to get here. Let us, therefore, remember with affection and gratitude the role that the railway played in shaping Harvington in the past, and its impact on our thought for shaping its future.



<p>Len Walford</p> <p>Porter</p> <p>Harvington Station</p> <p>1917</p>
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Section 2

Black and White Coaches, Harvington.

Moving from railways to roads we need to remember that roads have vastly improved since the days when there were just farm tracks from one village to another. In those days only a madman would try to travel, say, from Birmingham all the way to London. But, later on the London to Holyhead road was made. The design was the work of two men: Telford, who said the road must be built on solid and secure foundations and the other man, named Macadam, who said the roads needed proper binding to last and be presentable for traffic. But the idea was rather different in the 1840's since they thought that by putting small stones down on the highway the traffic would gradually roll them in to make a good surface. Nevertheless it was the beginning of the tarmac and asphalt surfaces that we know today.

With the advent of the internal combustion engine used in cars, lorries and coaches it meant that roads could go over hills which previously had to be negotiated around. Better bridges were also needed to cope with the heavier traffic. Someone had to pay for all this so motorists were taxed. The first taxation discs were issued in 1921 and the cars were taxed by horsepower (an RAC rating), but in 1948 the tax rate of £10.00 per annum was introduced for cars and in 1960, for example, it was still only £12.10s.



Harvington to Rhyl, early 1920s. The work a full 1400 and the "steep wheel" carried in a spare. It had a solid tyre.

As we have seen earlier, the 1920's saw the railway and the motor car developing rapidly, catching the public's imagination and increasingly demonstrating to all classes of society what good use and what pleasure could be derived from this continued improvement. But, of course, the motor car was still the privilege of the few and it was fraught with difficulty, unreliability and breakdowns.

It so happened that, in 1925, we had a man of vision in Harvington who - alive to what was becoming widespread - seized upon the idea of making it possible for working class people to share in this general excitement. So, behind a house in Village Street, in a tin hut, Mr Albert Edward Marsh built a fourteen-seater coach body on a Lancia solid tyre car chassis and used it to take passengers off on trips to various places. It wasn't really satisfactory since it was too high-g geared, and people relate the story that they had to unceremoniously get out at the bottom of a steep hill, walk up and alight again at the top... until the next steep hill! But Mr Marsh, realising the potential of his embryonic business, replaced the "load shedding" Lancia with an ex-WD (War Department) Crossley, also a fourteen-seater, and another larger vehicle - a twenty seat Guy. As demand grew he added several second hand AEC vehicles from the 1920-1930 range. But, can you picture the scene when the first trial run took place? Where did they go? How far was it? Imagine the comments and questions, not least of all, "Is it safe?" Also, think about the tales they would have told on their return. In 1935 he erected the garage on the Harvington cross roads site and opened booking offices in Evesham and Alcester - 'Black and White Coaches, A E Marsh (Harvington)' came into existence.

BLACK & WHITE LUXURY COACHES

Proprietor: A. E. MARSH

HARVINGTON, Nr. Evesham

Telephone: Harvington 21



Proprietor: A. E. MARSH

(c. 1932)

Phone: 21 HARVINGTON

For Details, Write to:
Black & White Coaches Ltd
Harvington

LEICESTER ROAD
A.E. MARSH, Proprietor
Black & White Coaches

Book your parties and
travels to any of our
convenient, safety and
reliability

14, 16, 18, 20 and 22
Seater for Hire
Daytime and night
any distance and
any day, independent
from 6.30 to 10.30
Lunch and drink on
board at reasonable rates

At Your Service

THE BLACK & WHITE COACHES
A. E. MARSH

BOOKING OFFICE

75a Northwick Road, Evesham

Official Booking Office for all Advertised Towns,
Theatre, Football, Etc.

Tel.: Evesham 2658.

Also

High Class Conferences and Tobacco
Open to Society

After the austere years of the 1939 - 45 war life progressed, and if people wished to get away for a day, a weekend or a holiday the best way (if you had a car) was to put a tent and all your needs onto the outside luggage rack, or on the rear luggage rack of a motorcycle and sidecar. If you had a powerful enough car you could tow a caravan, which would offer better accommodation with at least a bedroom of sorts and a living room and a kitchen. Home from home, you could say.

However, for most people the answer lay in coach travel. The big advantage over the railway was that you could be picked up and returned, in due course, to various towns and villages, which made travel much easier and more convenient. You could also travel much further away and go from, say, Harvington to Birmingham, London, Manchester or Llandudno. Even further than that, go to other countries with different languages and currencies to see magical sights that you could not even envisage before. This could all be done in the comfort of a coach of the fifties, with a metal roof which might slide open and closed. This compared to the "toast rack" type of bus or charabanc - from the French 'char-à-bancs' ('carriage with benches') - which was a chassis with just rows of seats with small doors along the sides for entry and exit, or perhaps just open sides. If it had a hood it was rarely erected since it was easier for the passengers to put up their umbrellas! The coach wheels by now had tyres with inflated tubes for much greater comfort rather than just solid tyres which meant you felt every bump and pothole. (We seem to still have some of those!)

At the end of the war the Black and White fleet was in a dilapidated state but they had to make do and mend with what they had. However, over the ensuing post-war years the business expanded by taking on a wide variety of commercial contracts, also taking advantage of the growing mass market for day tours. One of their contracts was to ferry some seven hundred workers to the Maudslay Motor Works at Great Alne. I believe the factory was originally in Coventry but, due to the war and much bombing on Coventry, the works were then situated out in the country. The workers were collected from within a twenty five

mile radius. At one time about a thousand workers were employed at Maudslay's, where axles and gearboxes were built for Maudslay trucks and buses - alas now a faded memory. There was a rule, though, that no overalls were to be worn on the coach. They also had the daily school-run contract, carrying some eight hundred children to school and back, and that must have taken an even greater toll on the coach interiors over time.

Each British coach company had a different livery in the fifties, with wonderful shades of greens, creams, reds, blues and so on. This meant passengers could more easily find their coach for return journeys, particularly when coach stations, where there would be large numbers of coaches, were established. One such was the Black and White Motorways Ltd station at Cheltenham, where people would arrive on one coach and then change over to another to continue their long journey to North Wales or to Bournemouth, for example.



BLACK and WHITE Garages (HARVINGTON) Ltd.

HARVINGTON, Near EVESHAM.

Phone Harvington 331

Will be happy to quote for—

Football Matches - Theatre Outings
or any Social Functions which require transport.

We shall be pleased to send our representative to attend any of your Meetings with a view to giving advice on your travelling arrangements.

Coach travel was often fun, of course, since you would carry your own 'booze' and food and have a party on the coach with a sing song (although some of the rugby songs were a little over-suggestive!)

The Black and White fleet continued to expand with ever newer

designs and in 1949 two sparkling new Maudslay "Observation"

coaches were purchased. One was driven to Nice in France where it

won the coveted Concourse award.



Loading onto the ferry during a school



Oops!

The photos above show a Black and White coach in the fifties being loaded onto a ferry, via a crane with slings. The others show a coach being driven onto a ferry... but the back end being in rather too close contact with the ground!

Continental coach travel was becoming the “in thing” of holiday fashion, and one trip involved taking a group of pupils from Prince Henry's School, Evesham, on an educational trip to Germany. The longest trip, however, had been to Rome for the Olympic games in 1960, by which time the road network had improved considerably. (The Preston By-Pass opened in 1957, Britain's first Motorway.)

Many coaches were still being produced to saunter gently along on 'A' and 'B' roads but needed now to be more advanced to be able to cope with motorways and long distance travel. A lot of towns would now be by-passed in order to get, say, from Edinburgh to London in a relatively short time. By 1963, with many of the railways closed, coaches became more and more used by the general public. However, cars were becoming more common in families and, with increasing air travel, coaches were gradually used less and less. In 1972 the coach industry was ‘nationalised’ becoming National Express, and all the lovely colours of the coaches that had been used for long distance travel gradually disappeared. They all became white.



1970s Bedford Dominant with driver, the late Ron Lloyd

A E Marsh bought three new coaches every year, each one doing about twenty five to thirty thousand miles annually, therefore clocking upwards of 250,000 miles in their seven year life. Driver Michael Mathews remembers that in 1968 there were twelve coaches, including a Bedford 'Bella Vega', an AEC 'Plaxton Panorama', an AEC 'Duple Commander', and a Guy.

In addition to single-decker coaches there were also double-deckers to take people off to football matches. Strangely, two of the drivers had the same name, both being called Don Knight. On one occasion "Big" Don met a car whilst driving the double-decker on a narrow road. He pulled well over to the side but the bank gave way and the bus gently leaned over into the hedge. Although no window glass was broken and no passenger injured, it was nonetheless embarrassing! At one stage the Black and White company had some twenty two coaches, making it a very large concern.

One year the Black and White Garage won a National Benzol petrol "Best forecourt of the year" competition, and the two lady petrol pump attendants won the prize of a wonderful trip to Holland. Ah! those good old days when you didn't have to fill up your own petrol tank, an attendant did it for you! (In fact, that was part of the author's duties, aged fifteen, on leaving school and working at the local garage in Somerset.)

The Black and White garage, apart from the coach business, had thriving car distributorships and dealerships, mainly for German cars. These included BMW, Mercedes, Volkswagen, Borgward, and also the British-built Isetta bubble car (although that was built under licence from BMW), Lotus, and Italian Fiat and Lancia. The parts manager for many years was the late John Salter. As a BMW dealer Black and White Garage supplied cars to West Mercia Police and also serviced and repaired their cars, including bodywork since they had very advanced facilities in the body shop. These facilities included large paint drying ovens, well ahead of their time. The body shop was run by Mr Ivor Stokes. Subsequently, the police force had their own repair facilities and so Black and White garage lost that contract.

Mr A E Marsh died in 1958 and Smiths coaches (Shennington) Ltd of Tysoe acquired the coach business. His two sons, Michael and Malcolm Marsh, carried on the business of the car dealerships. Gradually the dealerships were sold off and the company went out of business around 1991. Nothing now remains of that huge business, and the whole area it once covered has now had houses erected on it.



Surprisingly, there were three petrol filling stations within a few hundred yards in Harvington: Evesham Vale Caravans (of which more later), Black and White Garage and The Three Chevrons garage further up the Alcester Road from the Black and White. This was owned in the 30's by Mr Fred Richards, who did agricultural repairs, then it was subsequently run by Mr Michael Wagstaff, whose advertisement read "Buy the Best, Buy British", alluding to the fact that the Black and White garage sold mainly German vehicles. The Three Chevrons then changed hands again, about 1973, to Mr Bob Hepple, who dealt in Classic cars and repairs. Now, in 2011, the garage is gone and replaced by housing.

There is another garage in Harvington named Ferndale Garage in Leys Road. In the late 30's this was an agricultural site. In the 40's - 50's it was used by Mr Walter Bywater, a plumber, followed by Mr E D Blake, car repairs. Subsequently, around 1987 it was acquired for the continuation of vehicle repairs by Mr John Walsh who is still in business there in 2011.

Just as a matter of interest, on the site roughly opposite the Ferndale garage were built four shops in the 60's which included a butcher and a hairdresser. Now it is one large convenience store!

BEDFORD CIRCA 1969
DUAL COACHWORK



Photo D Lloyd

BEDFORD GELLE VISTA

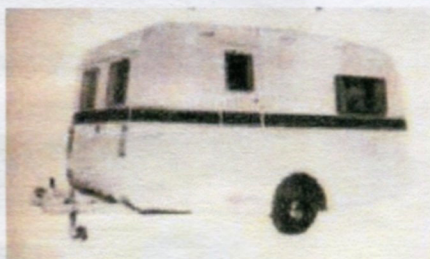


Section 3

Harvington Trailers and Caravans

Just down the Evesham Road from the crossroads at Harvington, not far from Black and White Coaches, was a small factory run by a Mr Jenkins that made toy aeroplanes for children to ride in. On the same site, around 1943, there was a manufacturing and repair plant called 'Harvington Trailers' run by a Mr John Douglas Lion-Smith from Inkberrow. They dealt with the repair of agricultural trailers and the like, on land leased from the Coley family. Subsequently they changed to the manufacture of caravans. Mr Lion-Smith made the first one based on a wood framework and fitted it with hardboard panels. When production got going they used pickled ash which was pre-shaped for the curves and supplied by a company called Coventry Bends, and then subsequently aluminium was used for the exterior instead of hardboard.

The company was known as 'Harvington Trailers' and the vans had names such as 'Harvington Fiesta', 'Harvington Honey' and 'Harvington Hall'. The latter were 'Showman' type vans with lots of glamorous mirrors and fittings and wood burning stoves. They were 22ft long and were exhibited at the London Motor Shows in the 1950s at Earls Court and actually won awards. They also made smaller vans and these had doors fitted either on the left or right side, depending on whether they were going for export. These were all of excellent quality being hand finished, the carpenters using solid wood for inside fittings, and these were hand waxed as opposed to their competitors who used veneers on the wood.



One of the most popular vans was the 'Aladdin' which was 22 feet long and had an end kitchen. Inside they had red Formica worktops which were very popular at that time. These vans were sometimes purchased by newly married couples to live in since they were, of course, much cheaper than houses.

Spraying of the vans was done behind large sheets hung from the roof in the workshop, although some were sprayed by Fred Underhill over at the Black and White garage. Also, in the late 50s and early 60s, some were towed to Abbey Garage in Pershore for painting. But although they had an extraction unit there it wasn't very efficient, and an ex-employee remembers white overspray paint going onto the dark coloured cars in the workshop and he had to spend hours with cutting paste to get the paint spots off! Later, however, a much more efficient extraction system was fitted which, of course, vastly improved things. The paint used was hot spray enamel so the caravans received a very good finish. The vans were sprayed white with yellow, blue or other colours as side stripes.

A man named Charlie Smithen made the upholstery at a small workshop in Evesham. Later there was a workshop at Offenham and one at Norton. The curtains were made by Mr Lion-Smith's sister, the details being conveyed to her in Garstang where she would make them and return them by post. The caravans were often advertised in the monthly "Caravan and Boat" magazine.

There was a separate company on the same site called Evesham Vale Caravans and this was the retail and trade side of the business and both new and used vans were sold from here. One ex-employee recalls certain clients coming in to purchase a van with terribly smelly used bank notes. These were so bad that they had to complete the transaction in the caravan since they weren't allowed to take the notes into the office! (I wonder what happened at the bank.)

Even back in those days the workshops were often subject to flooding. In particular, in August 1957 there was a cloudburst and the whole workshop was flooded to a depth of three feet and everything had to be

moved out to dry off. Wonderful news for the employees came in 1958 when an outside toilet block was built.....much to the 'relief' of the office staff.

Later, after the caravan manufacturing closed down, the sales site was taken over by Gailley Caravans although it appears that no Harvington caravans were sold from there.

Caravans ceased to be made there in the early sixties, partly due to the company continuing to use high quality materials and hand finishing the product whereas their competitors were producing much cheaper ranges of vans through mass production.

Recorded in 'The Motor', 10th February 1960, were the following:

'Harvington Coleen' - 2 and 4 berth at £339.00 (toilet extra)

'Honey' - 4 berth at £449.00

'Ballerina' - 4 berth £529.00

Other models produced were 'Tiger', 'Romany', 'Senorita', 'Brigitte' and 'Venus'. Petrol was also sold from this site.

After the caravan manufacturing closed down in 1971/72 a company called 'Kenley' (started by Mr Ken Lee) took over. It packed and sold fishing tackle. One of their main customers was Woolworths. They employed six girls and a couple of men - some of the "girls" still live in Harvington in 2011. There were also outworkers in the village who did various tasks, such as tying fishing lines to hooks and also line-tying 'mackerel feathers'. The company relocated after about eighteen months to Briar Close in Evesham and they are still in business today.

Later, the company using the premises was called 'Beoley Plastics', making items such as scooter windscreens and rubber mudguards for trailers, trucks and buses. One of their more difficult tasks was to make a huge plastic nose for the Evesham Hotel to celebrate the 'Red Nose Day' charity appeal.



NEW VANS

Harvington Colleen Premier Regal Practical 10ft. Harvington

It is a truism that the small manufacturer must aim for the small market, if he is to succeed. He must turn out the designs which the quantity producers do not feel are worthwhile, but while any smart Aleck can make a van "different by contusing the layout with an overload of gimmicks, it takes an experienced designer to produce an individual layout which is practical as well.

One of the designers who usually has the knack of making a van just distinctive enough to appeal to the market he has in mind is J. D. Lyon-Smith, chief of Harvington Trailers, who has over seventeen years' experience. Specimen proof of his knack is in the Harvington Romany, a 14 ft. 6in. model with a unique layout which has survived the trials of over two years on the market.

The rest of the range consists of another tourer and two living vans; at four models, the Harvington range is the widest ever. The newest of these four, described here, is also the smallest, the 10ft. Colleen, which was inspected at the City depot of United British Caravan Co. who are now handling the make.

There are a good many two-berths on the market, but fewer three-berths, and it is therefore logical that we find this 10ft. Colleen equipped with one double bed and a single. The price is £249 and at this level one might not expect much scope for individual design. But design skill shows up in several ways which, together, help to provide an interior which is satisfying rather than irritating in such a confined space.

For instance, the proportions of the wardrobe have obviously been planned so that this possibly cumbersome unit interferes as little as possible with visual and physical freedom in the centre of the van: the unit is wider and shallower than most and the provision of twin doors allows easy access without having to sweep the cook or washer-up out of the way. Roof lockers have ends carefully rounded so that the very slight loss of space inside them is more than compensated by the absence of excessive bulk outside. The gas locker is wisely made to take no more than a Dumpy cylinder.

These examples are small points but each should appeal to the particular tastes of customers who are not satisfied with the mass-produced designs.

Starting a systematic review from the outside, we find the Colleen, with a quoted "unladen weight" of 10 cwt., on a Boden chassis of conventional pattern although unusual in that every member, whether drawbar, longitudinal or cross, is of the same $2\frac{1}{2} \times 1\frac{1}{2}$ in. angle. The vee drawbar members are boxed from coupling to a point behind the front wall but at the spring perches there is no similar

stiffening. The relatively long springs (33in.) with four stiff leaves 2 x 1/4in. should contribute to good towing. The wheel diameter of 14in. is visually well in scale with the size of the van, helping the appearance; tyre section is 4. 80.

For maximum interior space, the body of the Colleen has vertical end walls, but a satisfying shape is provided by a steeply pitched vee roof, curved slightly in the centre and sharply at the ends. Outer panelling and mouldings are aluminium, the whole painted in a single colour which, on the van inspected, was a kind of sage green. There is no break at the waist-line, for all wall panel joints are vertical; these are presumably sealed at the lap, since the mouldings are applied dry, whereas the roof mouldings and windows show liberal quantities of sealing compound oozing from the joints.

Interior panelling is hard board, painted matt off-white. The roof hard board, following a common practice of the day, is in contact with the aluminium while the walls are cavity. The matt interior paint offers less resistance to dirt than gloss but tones well with the very smooth matt finish which Harvington use for their oak- veneered furniture, in defiance of the convention for Tottenham Court Road gloss. The visible roof sticks, however, are not so well finished. The poor impression given by the cheap-looking butterfly hinges on the furniture is well offset by the very high quality bolts and cupboard catches.

The floor is 3/4in. (finished) t. and g. and. with the present arrangement of supports would take boisterous efforts by a heavyweight to do any damage, but the psychological effect on customers may hinder sales.

Ventilation is provided by four 36in. opening windows and three fixed wall vents but the omission of a roof vent seems a pity. On the outside, grab handles are absent, but road lighting is efficient, with twin rear lights, reflectors and number plate with central light. Sidelights will not always be needed since the overall width is a fraction below 6ft. 6in. —partly thanks to a folding door-retaining catch which keeps the dimensions within the limits for touring in Switzerland.

The stable door is forward of the axle; inside, the wardrobe adjoins the door, the kitchen is opposite, and the bed arrangements consist of a single across the front with padded backrest, and a dinette double at the rear, where three of the windows give a sun-lounge effect, both beds are 6ft. long, over the Rex spring interior mattresses; between the walls the sleepers have an extra 2in. for tuck-in or wiggling their toes; the single bed is the normal width of 2ft. but the double is mean at 3ft. 6in.

Redding lockers have top access, with loose lids set away from the walls; the floor lino is not carried into the lockers which is poor economy, but does allow one to see how thoroughly the wheel arches are sealed against dust and damp — an important point. Although the hook-on table extends the full width of the dinette it is not difficult to get in to sit down.

Dimensions of the wardrobe are 12in. deep, which is a negligible protrusion into the centre of the van, and 25in. wide; the fixed rail lies across the depth of the unit so that the good width is wasted until the owner takes the obvious step of attaching coat hooks at the sides. There is no internal shelf but gear can be stowed overnight on the flat top.

Panelling opens to the wall to reveal all of the offside kitchen; the cook has a B. & B. hotplate at the left and Perspex sink and drainer on the right. The fall front to the aluminium-lined hotplate recess needs a supporting chain to turn it into a handy pan rest and also prevent it fouling the door of the locker below. This locker, big enough for a 321b. gas cylinder, the maker has designed and a floor-ventilated locker below for a Dumpy cylinder, which is quite enough for the lightweight touring outfit.

Since the gas locker is properly ventilated it is surprising there is no other ventilated space for a larder; one would expect an important detail like this to have the attention of an experienced maker. As it is, there is a full width shelved cupboard under the sink and drainer, and a wall locker over the foot of the single bed, to the cook's left.

The wall locker is well-proportioned and shelves divide it into three spaces; the door is firmly secured by a bolt which shoots into the side of the kitchen unit. A detail point is that the locker is just low enough on the wall to prevent the single bed mattress standing unsupported on its edge when trying to reach the bedding locker.

HARVINGTON COLLEEN SPECIFICATION

Dimensions. Body length 10ft. 1 in. nett, 10ft. 4½in. overall, shipping length 13ft, interior length 9ft. 10½in. Width overall 6ft 5½in, interior 6ft 2in, Height overall 8ft 1in approx.; maximum headroom 6ft. 5in.; floor height 19in Unladen weight given as 10 cwt.

Price. £249.

Undergear. Boden welded steel chassis. Two longitudinals, vee drawbar, four cross members, all 2½ x 1½ x ¼in. pressed angle, drawbar boxed at points of max. stress. Straight axle 1½in. round. Underslung four-leaf springs 33 x 2 x ¾in. Four-stud disc wheels, Dunlop 4.80-14 tyres. Rod-operated 8in. Girling side pull brakes. Boden coupling. Four brace-operated legs.

Body Construction. Parana pine frame, halved and screwed. Roof aluminium outside in contact with inner hardboard, walls aluminium outside, hard board inside, cavity between; all metal exterior mouldings. Treated floor ¾in. t. and g. Stable door 21 in. Four 36 x 18in round-cornered, polished alloy windows by Perry Bros. No roof vent; 3 permanent wall vents. No grab handles.

Layout and Equipment. Centre kitchen three-berth. Front single bed 6 x 2ft., padded backrest: dinette double bed 6ft. x 3ft. 6in.; top access bedding lockers, Rex spring interior mattresses. Oak-faced plywood and painted hard board furniture. Hook-on table 42 x 26in. Wardrobe 28 x 12in, twin doors, 42 in. hanging space, no shelf. Two roof lockers, two roof shelves. Shelved wall cupboard. B. & B. griller hotplate, ventilated Dumpy gas locker in shelved cupboard below; Perspex sink and drainer, shelved cupboard below; one piece aluminium-lined lid to kitchen unit. Plate glass mirror. Two Bijou gas lights. Lino. Twin reflectors, rear lights, number plate and light.

Makers. Harvington Trailers, Harvington's, Evesham, Wores. On NCC List of Approved Manufacturers.

Writers note

I hope that you have enjoyed travelling through and beyond Harvington in 'Transported through Time'; past days when the railway and local business entrepreneurs shaped the life of Harvington both in employment and enjoyment. This type of business is now long gone, but at least with the agricultural business still here we are fortunately still surrounded by well-kept fields and orchards which will continue to give us the pleasure of living in Harvington.

— ooOoo —



Mrs Doreen Lloyd

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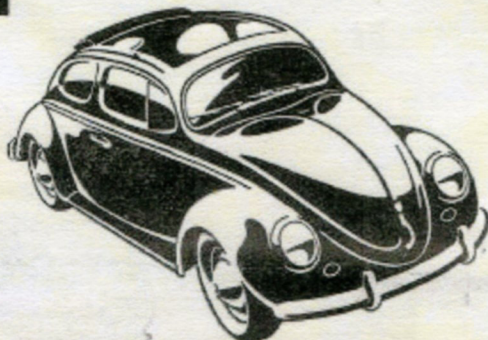
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Some of the different types of coaches run by A E Marsh



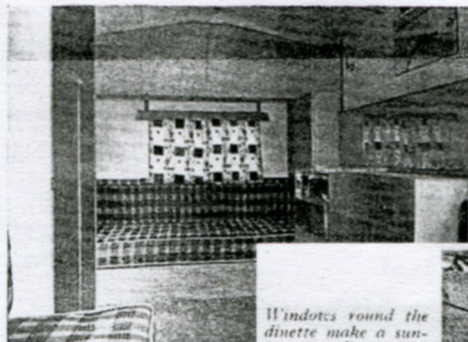
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1965

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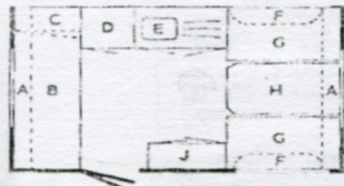
BEDFORD CIRCA 1958



View forward to the single bed with the kitchen unit open. A large mirror is over the sink.

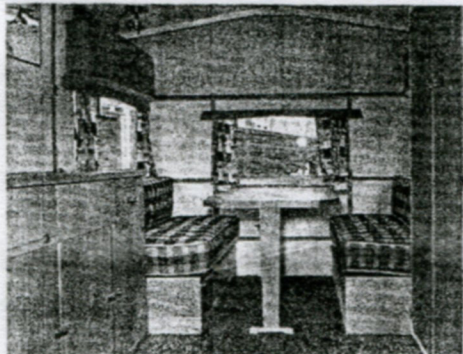
The Harvington Colleen

Windows round the dinette make a sun-lounge effect. The wardrobe has double doors.



Colleen layout. A roof shelves; B single bed; C wall locker; D hotplate, gas locker under; E sink and drainer; F roof lockers; G dinette double bed; H hook-on table; J wardrobe.

The Colleen's well-proportioned lines are helped by 14in. wheel equipment.



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1953 TIGER

22' 7' 6" 34T.

1954	Ramsey	...	C377	10ft.	14ft. 6in.	6ft. 9in.	16 cwt.	End K. Toilet	1 double, 2 single
1955	Ramsey	...	C395	14ft. 6in.	6ft. 9in.	17cwt.	End K. Toilet	Settee double, 2 single	

1956	Colleen	...	C245	10ft.	6ft. 4in.	10cwt.	Centre K.	Dinette double, 1 single
1957	Ramsey	...	C395	14ft. 6in.	6ft. 9in.	17cwt.	End K. Toilet	Settee double, 2 single
1957	Colleen Mk. II	...	C385	10ft.	6ft. 5 1/2in.	11cwt.	Centre K.	Dinette double, settee double
1957	Sensate	...	C345	12ft. 6in.	6ft. 5 1/2in.	14cwt.	Centre K.	Settee double, 2 single

1958	Colleen Mk. II	...	C299	10ft.	6ft. 5in.	10cwt.	Centre	—	Dinette double, settee double
1958	Sensate	...	C365	12ft. 6in.	6ft. 5in.	13cwt.	Centre	—	Settee double, 2 single

1959	Colleen	...	C325	10ft.	6ft. 6in.	11cwt.	End	Yes	Dinette double, double or 2 single
1959	Sensate	...	C385	12ft. 6in.	6ft. 6in.	14cwt.	End	Yes	Dinette double, settee double or 2 single
1959	Ballerina	...	C485	16ft.	7ft.	18cwt.	End	Yes	Foldaway double, 2 single

1960	Colleen Mk. IV/2	...	C339	10ft.	6ft. 5 1/2in.	11cwt.	Dinette double or 2 single	End	Yes
1960	Colleen Mk. IV/4	...	C337	10ft.	6ft. 5 1/2in.	11cwt.	Dinette double, settee double	Centre	No
1960	Honey	...	C449	14ft.	6ft. 5 1/2in.	15cwt.	Settee double, 2 single	Centre	Yes
1960	Ballerina	...	C529	16ft.	7ft. 2in.	18cwt.	Foldaway double, 2 single	End	Yes

1961	Brigitte	...	E494	12ft. 6in.	6ft. 5in.	13	BA	S/O	Yes	Two singles or dinette double, two bunks	Corner	Yes
1961	Honey	...	E479	14ft.	6ft. 5in.	15	BA	S/O	Yes	Settee double, two singles	Centre	Yes
1961	Ballerina	...	E595	16ft.	7ft.	18	BA	S/O	Yes	Settee double, two singles	End	Yes

HARVINGTON													
Colleen V ...	E429	10ft.	6ft. 6in.	11	Rubber TS	S/O	Yes	Dinette double, 2 singles	Centre	No			
Brigitte ...	E519	12ft. 6in.	6ft. 6in.	13	BA/C	S/O	Yes	Dinette double, 2 singles	Corner	Yes			
Honey ...	E539	14ft.	6ft. 6in.	15	BA/C	S/O	Yes	Settee double, 2 singles	Centre	Yes			
Ballerina ...	E647	16ft.	7ft.	18	BA	S/O	Yes	Settee double, 2 singles	End	Yes			
Yanus ...	E938	18ft. 9in.	7ft. 6in.	27½	BA	S/O	Yes	Secree double, 2 singles	End	Opt.			

Some of the models and specifications - 1953 to 1962

Harvington & Co Printers

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