

Nottingham I37 **(OTV I37)**



Chassis:	A.E.C. Regent III 9613E
Chassis No:	9613E4841
Engine:	AEC 9.6 litre
Bodywork:	Park Royal H30/26R
Body No:	B34054
Length:	26ft
Width:	
Unladen Weight:	8t 3cwt 2qrs
Entered Service:	1953
Withdrawn:	1968
Owner:	The Trolleybus Museum at Sandtoft

BRIEF HISTORY

Nottingham Corporation ordered 112 Park Royal-bodied AEC Regent III double deckers with delivery due to commence in 1950. However, there were several delays and the first examples were only delivered in May 1953. By that time the Construction & Use Regulations had been relaxed, increasing the length of double deck buses from 26ft to 27ft and the chassis of the 72 built in 1953/4 were designed for bodywork of this length. However, Park Royal appear to had put the supply of body parts in hand soon after the order was placed with the result that they were to the 26ft design with only 56 seats, having to be adapted for the longer wheelbase chassis. The rear overhang is shorter than normal as a consequence.

The gearbox is four-speed epicyclic with preselector control, coupled to a fluid flywheel.

In 1968 Kingston on Hull Corporation found itself short of buses and purchased several redundant members of the Nottingham fleet including I37, which became Hull 157. When withdrawn from passenger service 157 was converted to a driver training bus with its seats removed, in which role it lasted until 1975 when it passed into preservation. Passing in 1981 to David Needham, a long-serving volunteer at the Trolleybus Museum the bus was moved to Sandtoft and has largely been restored to its Nottingham condition. It was bequeathed to the Museum when David sadly passed away in 2019.

It still requires some work before it can enter service but I37 can be viewed at the Museum when accompanied by a member of staff.