Bookmobile Operations Over the World

S. H. HORROCKS AND J. A. HARGREAVES

In the last decade bookmobiles have started to operate in all continents of the world, either for the development of new library areas or for the extension of existing library facilities. Their widespread use provides a systematic coverage of many rural areas in some countries of western Europe, e.g., Great Britain. In other countries pilot schemes have been started with bookmobiles, and Unesco in particular has helped to start schemes in countries where public libraries were previously unknown.

The basis of bookmobile service was laid in the United Kingdom prior to the Second World War, firstly in a few urban areas and by 1938 in rural areas as well, when the county of Lancashire introduced a vehicle used both as a mobile branch library and as an exhibition van. Today there are almost 250 bookmobiles operating in England, Scotland, Wales, and Northern Ireland and they are readily divided into those used by municipal libraries and those used by county libraries.

It must be remembered that in the United Kingdom the public library service is based on a large number of autonomous library authorities established by counties, boroughs, and urban district councils. Of the mobile libraries now in operation by far the greater number are run by county libraries which serve populations ranging from over two million down to 23,000. In the main the larger urban areas maintain their own library services while the county library is responsible for the remainder of the administrative county. The county libraries themselves aim to provide a static library service in villages and towns above 1,000 population and utilize bookmobiles for both the very rural areas and the nucleated villages having a population below four figures. Most extensive use is made of them in the English counties of the West Riding of Yorkshire, Lancashire, Derbyshire, and Staffordshire.

Mr. Horrocks is Borough Librarian, and Mr. Hargreaves is Reference Librarian, Reading Public Libraries, Reading, England.
A recent set of definitions issued by the County Libraries Section of the British Library Association puts bookmobiles as used in the United Kingdom into two groups:

1. Mobile library: “a vehicle devised, equipped and operated to provide, as far as reasonably practicable, a service comparable to a part-time branch library.”

2. Traveling library: “a vehicle of small size (i.e. exceeding 30 cwt.) shelved or otherwise equipped to provide a rural service to villages and isolated farms and houses, with short stops for issuing of books.”

Incidentally other associated definitions useful in discussing mobile libraries are:

3. Exhibition (or display) van: “a vehicle fitted with shelving or other methods of displaying books, from which Local Librarians, Teachers, etc., select the stocks for their Centres, but which does not serve the public direct.”

4. Delivery van: “a vehicle intended and adapted primarily for the transport of books in boxes or trays, and providing no facilities for the selection of books.”

Bookmobiles in the first group are used by the municipalities, and by the county authorities in their most heavily populated areas. They include new vans, articulated vehicles, trailers, converted vans, omnibuses, and lorries. British usage of these terms is somewhat different than in North America. A 20 cwt. (hundred-weight) vehicle would be equivalent to an American one-ton truck, a 30 cwt. equal to a ton-and-a-half (1½) truck, etc. An articulated vehicle in Britain is a typical trailer-tractor type, similar to American “semi-trailers.”

In North America, however, an articulated vehicle is more commonly thought of as a double-section (or more) type, connected by a flexible vestibule (for passenger types). Two or more trailers in tandem arrangement, powered by the same tractor unit, are usually referred to as tandem trailers or double trailers.

It will be understood that the administration and use of book vehicles in the United Kingdom vary quite differently from place to place, but as typical examples of current practice an outline is given of an urban service in the borough of Luton, and a rural service in Berkshire, a county located in the south of England about forty miles from London.

Luton is a borough with a population of 118,000, and after the war was among the first towns to use bookmobiles for serving an
A reconditioned single-decker Daimler omnibus, with bodywork converted to hold 2,000 books, was used for six years to serve six outlying districts of the town. When the running of this vehicle became uneconomical a new mobile service was planned with two 22 foot long, four wheel, trailers, towed to the various service points by a tractor. The trailers started operating in February 1957.

Each bookmobile has shelving for 2,300 books on shelves fitted down each side and at the front end of the van. There is a continuous flat floor, clerestory roof for natural lighting, and staff counter placed on the near side of the vehicle close to the entrance door. Heating and lighting is by electricity provided by plugging into the mains, at outlets, at the fixed service points.

There are ten service points, or stops, carefully pre-selected and provided with permanent hard standings, for parking. The total circulating stock of the bookmobiles is approximately four thousand books, half of which are non-fiction. All the stock is for adult readers. Hours of opening are from 2 p.m. to 7 p.m. and the vans are operated by two full-time and two part-time staff. Only one assistant is on duty at a time in each vehicle.

A contrast with this wholly urban service with fixed service points is a bookmobile serving a rural area with no large center of population in its midst. This is situated in Berkshire, a county of 725 square miles and a population of 365,900. The North Berkshire mobile library service (one of two in the county) serves places in an area of the county which would not otherwise have easy access to library books, apart from static centers with limited book stocks in some of the villages. This bookmobile, which began to operate in February 1960, is a van mounted on an Austin two/three ton chassis, which operates from a site near Wantage close to the center of the region served.

The bookmobile operates in fortnightly cycles over nine routes in the northern part of the county. During this time it calls at 133 service points for anything between ten minutes and half an hour. Stopping time depends on the size of the community, which may be a village, hamlet, or isolated farmstead. The service is staffed by a librarian and a driver/assistant, and operates between 10 a.m. and 4:15 p.m. to 5:30 p.m. There is at present a circulating stock of 3,750 adult and 1,700 junior books.

Mobile libraries have not been used in Scotland to the same extent as in England. In central Scotland, the most thickly populated part of the country, bookmobiles are in use in Dunbarton, Fife, Midlothian,
and Stirling. With the exception of one vehicle in Dunbarton all of them are on five ton bus chassis and are used in both urban and rural districts.

In Midlothian two vehicles are in use and a third is on order. The three vehicles are anticipated to fulfill all the requirements for mobile libraries in the county in the foreseeable future. One is used as a stop-gap service in a coal mining area where it is expected that a branch library will be built in the near future, but the second is used mainly for rural villages and small mining communities; the third, a small vehicle, will take the library service to small rural hamlets, isolated houses, and farms. Whereas the first two have weekly visits to specified stops of an hour or more duration, the third will have fortnightly visits for shorter periods on the usual pattern of a rural service.

In Stirling the one vehicle in use covers both urban areas with stands of an hour or more and a rural district covering isolated houses. The area requiring this service within the county is by no means covered by this one vehicle. The same applied to Fife where the one vehicle in operation originally served entirely as a stop-gap service in urban areas requiring branch libraries but with the development of the branch library service in the county has now become available for a part of its time to serve the scattered rural districts. Two further vehicles are required before these rural areas can be said to be covered.

In Dunbarton the larger vehicle operates as a service point at some of the larger villages and in the more outlying housing schemes but the new fifty cwt. unit serves a purely rural area, with stops at individual houses.

The only other mobile services in operation are in the extreme northwest of Scotland in the County of Sutherland, in the largest of the outer Hebrides, the island of Lewis (Ross and Cromarty), and the extreme southwest the Stewartry of Kirkcudbright. The Sutherland mobile library is perhaps the most interesting as it serves undoubtedly the most difficult area at present served by a mobile library in Britain. The county is large and the population exceedingly small; it is broken up by deep sea lochs and mountain chains and the van serves the small pockets of population hemmed in by loch and mountain on a three-week cycle. The roads are narrow and consequently the present vehicle is rated at twenty-five cwt. with a capacity for one thousand books. Some indication of the use of this mobile is shown by the fact that the total stock used is five thousand. It is not possible for the vehicle to return to base after each journey and it is
away from base for two weeks from Monday to Friday; during each of these two weeks the librarian works for eleven hours each day and is free from duty on the third week when it covers the area immediately adjacent to headquarters. The Lewis mobile library covers the island on a four week schedule, using a vehicle on a five ton chassis.

In the southwest, the small county of Kirkcudbright has a full-sized five ton unit which covers all places in the county with populations of less than eight hundred on a fortnightly schedule. No other counties have mobile libraries but it may be mentioned that two counties, Perth and Banff, use exhibition vans for the exchange of books at library centers.

In Ireland bookmobiles were introduced into County Antrim in 1952. Now three vans make fortnightly calls on service points, doing nine daily tours of eight hours each. Each vehicle serves an area with between thirty and forty thousand people. This is at present Ireland's only bookmobile service.

On the continent of Europe bookmobiles of one type or another are in operation in Scandinavia, Germany, France, Belgium, and Austria. Their introduction to Belgium and Austria is very recent.

The terrain of Sweden and Norway presents special problems for the operation of a library service. Communities are scattered, distances are long and access is difficult. For example, the Swedish county of Norrbotten has an area of 40,500 square miles, a quarter of the country's area. Before 1950, when a bookmobile was introduced, it was difficult to get books to the remote small villages and lumber camps, over the long and poor roads. In the first eight years of the bookmobile's work the circulation of books increased by almost sixty thousand.

A second method by which mobile service is given in Sweden is the rail bus or train of the Kiruna Public Library which started operating in 1950 along a hundred mile stretch of the Luleå-Narvik railway for seven hours on Sundays, the day on which no iron ore trains are running. In 1957 the Gällivare-Malmberget Public Library started a similar service on another section of the Luleå-Narvik line. The Swedish State Railways cooperate with the county libraries of Umeå and Luleå in running a monthly book train along stretches of their line.

Sweden’s third form of bookmobile is the floating library or book boat. The islands off Stockholm and Göteborg are served in this way. Boats are hired for two journeys a year, one in spring and the other
in autumn. The “library boat” which tours the islands of the outer archipelago of Stockholm is a gunboat of the Swedish navy and is the first boat to enter the waters when the winter ice of the Baltic breaks up. Göteborg Public Library uses a hired passenger steamer to serve the fishermen, boat-builders, and others and their families on the islands off Sweden’s west coast. It has a lending library of between four and five thousand volumes for adults and children on the upper deck. On the lower deck is a reading room with periodicals and newspapers. The service is run by the head of the county library department and two assistants.

The tour of each boat lasts about ten to eleven days. In one tour from Göteborg sixty-four places are visited and nearly nine thousand books issued. From Stockholm about the same number of places are visited and four thousand books issued to islands which are more sparsely populated than those on the west coast.

The book boat is also a feature of Norwegian library service, where one operates from Trondheim. Another boat had its maiden trip from Bergen in September 1959, carrying over six thousand volumes to serve the people living on the islands in the Hordaland, Sogn, and Fjordane areas. In Denmark the Svenborg County Library employs a high-powered motor boat carrying five-hundred books, with a trained librarian to visit the small islands of Birkholm, Hjortö and Skarö.

Bookmobiles are not in general use in Finland, but they are used in the Swedish-speaking area, generally making monthly visits.

Bookmobiles in Germany, at present few in number, are confined to urban areas. They are used mainly for the suburbs of large towns which already have well organized library services. Among these towns are Augsburg, Brunswick, Hanover, Ludwigsburg, München, Offenbach, Trier, and Zehlendorff, ranging in population from 63,000 to 830,000.

One of the first to experiment with bookmobiles was München. In 1928 a tram was converted into a “library on tramlines” with a stock of approximately two thousand volumes. It was used to test the need for permanent libraries along various parts of München’s tramway network. Although still in operation there is a very limited future for this type of vehicle, owing to the increased density of the traffic. In 1951 München operated the first motorized library in Germany.

As in the United Kingdom use has been made of converted as well as new vehicles. Solingen, a town of 165,000 with many scattered outlying communities, has had a second-hand Mercedes-Benz omni-
bus since 1955. Owing to the limited amount of money available for conversion it was not possible to board up the broad side windows nor to provide natural top lighting. To take advantage of the existing natural lighting four small two-sided metal bookstacks were installed, supported by uprights bolted to the floor and roof. The stacks are fixed at right angles to the windows, two on either side of the vehicle and there is some additional shelving fixed below window level on the boxed-in wheel-cases. Twelve to thirteen hundred books can be carried, and it has been found that this is sufficient to cope with two loan issues without having to restock. The circulating stock is four thousand. There are eight service points which are visited weekly, and it is staffed by trained librarians and a driver/assistant.

Ludwigsburg's bookmobile is a specially built articulated vehicle of similar pattern to bookmobiles in operation at Offenbach and Trier. A larger vehicle than that of Solingen, it carries a stock of 1,800 adult and 1,750 junior books, and there is space behind the counter for an additional four hundred books. Junior and adult sections are divided, the former being situated on the higher level above the wheelbox at the front. In addition to good natural lighting, there are fluorescent light fittings supplied by batteries, which also light two exterior show windows near the entry door. There are eight scheduled stops per week and the bookmobile is staffed by a librarian-in-charge and an assistant.

Vienna Municipal Libraries began to operate Austria's first bookmobile in April 1955. The specially designed six-wheeled articulated vehicle, whose trailer is thirty-five feet long and eight feet wide has several interesting features. The interior of the bookmobile is divided into three sections. The entrance is from the rear, by a door which the reader outside or the librarian at the counter can open by a press button. The section first entered is a reading room containing an umbrella stand, clothes' hooks, and ten chairs with writing rests. The reading room is divided from the library stock by a counter, as this is a closed access library. It was considered that conditions would be too cramped for an open access system.

The front end of the vehicle is curtained off to form a staff workroom, in which a desk is built across the far end at which two people can work. Under the middle of the desk are six catalog drawers and two wide drawers. The book stack is continued in this part of the bookmobile, and carries three thousand volumes. It visits twenty-one service points in eighteen outlying districts of northeast Vienna. Roadside indicators mark the service points and times of the bookmobile's
visits, which are twice monthly. The service begins alternately at 3 p.m. and 5 p.m. in order to reach a greater number of readers. A loudspeaker and film apparatus are available for lectures, poetry readings, and filmshows. For these extension activities the counter can be opened to make a longer room.

The introduction of the bookmobile to Belgium took place in Antwerp in February 1959, and it is at the moment the only one in the country. This vehicle, thirty feet long by eight feet wide, has its entrance on the rear side immediately opposite the driver's seat, which has the counter to its right and back. The exit is on the rear nearside, where there is also a small desk for a library assistant. The bookmobile holds 2,400 volumes of which seven hundred are junior books, and there is a reserve of four thousand volumes at the garage. The bookmobile operates on four days each week. It has ten stops at seven different service points. At the three places it serves twice in the week, opening hours alternate between morning and afternoon. The earliest and latest hours of opening are 9:30 a.m. and 5:30 p.m. Like its German and Austrian counterparts the bookmobile has a large exterior display panel, as well as a decorative motif on the side, announcing its purpose.

In France, although in the main their vehicles are used as selection vans for the use of the libraries only, there are some conventional bookmobiles. One operated by the Tours Municipal Library is of special interest, as it is used specifically to serve the town's schools. A converted motor-coach holding 3,400 books started work as a bookmobile in 1956. It calls once every three weeks at each school. Each class is allowed about fifteen minutes to make its selection. As a child chooses a book he hands it to an assistant and all the books chosen are issued collectively to the class and returned collectively at the next visit. A similar system is used by the Grenoble bookmobile.

A bookmobile operating under special conditions, serving a particular group of readers is the "bibliotrain." This was put into service by the Libraries Section for the South-east Region of the French National Railways in April 1957. The carriage which does a thirty-three day tour covering 1,500 miles, is a self-contained unit, which in addition to a library with space for seven thousand volumes, has living quarters for the librarian. The "bibliotrain" tours twenty-six centers, serving twelve thousand railwaymen and their families. In addition to its loan services it provides a reading room with reference books and periodicals.

Unesco offered Greece its first bookmobile, inaugurated in July
1957, equipped with projector and screen for film showings. The Greek government recently bought two more vehicles. The mobile service now regularly takes books to 342 lending centers and provides a demonstration of modern library extension services all over Greece. It has eighteen thousand books in circulation and approximately fifty thousand registered readers.

Asian library services have also benefited from Unesco's help. The Delhi Public Library was the first Unesco library pilot project, and as a part of this a bookmobile started to operate in 1953. It is a five-ton Austin vehicle accommodating about three thousand books. It is fitted with a loud-speaker to announce its arrival. Serving both urban and rural communities within a twenty mile radius of the Central Library, it visits fifteen service points. The books carried are mainly in Hindi, with a small number in Urdu and English. It has been found necessary to vary the stock according to the community visited. There is a higher rate of literacy in the urban areas than in the rural areas. Delhi has now received a second mobile library, provided by school children of the United States through the Unesco Gift Coupon Scheme.

In Singapore Unesco has provided a grant of $2,000 towards a bookmobile to demonstrate work with children. A motor coach has been purchased and converted for the purpose but has not yet been put into service. Two articulated vehicles have also been constructed in Singapore which it is hoped will act as bookmobiles. A special feature of these are the two foot two inch book trays which can be lifted out when full of books and taken to a reserve book room, from which similar full trays can be returned to the bookmobile. This method of construction, in place of fixed shelves, allows a quick change of stock to cater for the linguistic variations in Singapore, where Malay, Tamil, or Chinese is spoken in different districts.

There are seventy-eight bookmobiles in Japan, but they are used mainly for transporting books and cultural activities, such as film shows. For example Kochi Citizens' Library has two vehicles; one which can accommodate twenty persons and 1,700 books; the other for five persons and six hundred books to visit the less accessible places. They visit the book deposit stations monthly.

Thailand has an unconventional bookmobile. In the northeast of the country the roads are little more than cart tracks which put motor vehicles out of the question. In 1957 a Unesco expert organized a pony cart service to bring books to some of the villages. It consists
of a two-wheeled cart with three rows of shelves on the outside of the
platform where the driver sits, the whole covered by a curved roof
to shed the water. Except for the shelves, which are of wood and the
floor which is bamboo, all is made of hardboard for durability and
lightness. The sides form horizontal doors, shut while the cart is
traveling. To open, the top half lifts up forming a shade for the
readers, the bottom lowers to make a shelf to rest books while brows-
ing. The books are held in place by movable bookends.

In southeast Asia, a bookmobile is due to arrive in Baghdad early
in 1961. It will work in connection with the literacy campaign in Iraq.
A Unesco libraries expert will organize the services.

West Africa's first bookmobiles were seen in Ghana. They are,
strictly speaking, display vans. The books are carried on outside shelv-
ing with extra shelving in cupboards inside. The sides of the vans
are hinged near the top to form a cover from the sun when raised.
The bodies are built locally on thirty cwt. commercial chassis. The
readers do not go inside them, so they are not equipped with air
conditioning, lighting, etc. Boxes of fifty books are issued to subscrib-
ers who choose their own books when the van calls.

The book van service is operated from three centers, Accra, Kumasi
and Sekondi-Takoradi. At the beginning of 1958 there were 450 book
boxes on issue at one hundred places, half to individuals and half to
institutions such as schools and colleges. The vans visit the subscribers
three times a year on treks of from three to sixteen or seventeen days.
The Accra van is on the road for about two hundred days and the
Kumasi van is on the road for about 120 days in each year.

There are now public library systems operating in each of the
three regions of Nigeria. One, the Eastern Region Library Board
which began operation in 1957 was started as a Unesco Pilot Project.
In 1958 Unesco presented the Eastern Region Library Board with a
bookmobile built in England to a specification suitable for a tropical
area. It can accommodate 1,600 books and is fitted with electric light-
ing from a generator carried on the vehicle.

This bookmobile was put into operation in the area around the
township of Enugu. It serves various small towns and villages located
both in the bush and bordering the one or two metalled trunk roads
running through the area. The issue of books in all cases is to indi-
viduals and calls are made at the various stopping places of about
half an hour's duration once per fortnight. The vehicle also calls at
a number of schools in the area, both primary and secondary, and in
the former schools the older children in the last two years of study are allowed access to the books. The loan to these children is on an individual basis but the supervision of the borrowing and returning is done by the headmaster. Approximately half the books on the shelves are for adults and half for junior readers.

During the first six months the vehicle was purely experimental and was designed not only to find out the best stopping places and type of reader who could best be supplied in this manner, but also to find out the type of books which readers in that territory would wish to have. Much of the information collected in the early stages is now being considered. A second bookmobile has been purchased and was put into operation immediately after the Independence celebrations of October 1960.

Bookmobiles in South America have also received a valuable impetus through the interest of Unesco. The Medellin pilot public library in Colombia was provided with a bookmobile in 1956. It carries two thousand books and makes up to fifty stops in a week of one or two hours duration. Its aim has been to create interest with a view to establishing permanent libraries at suitable points. The first two years of working led to the establishment of a branch library in a clinic and seven other permanent stops in schools, factories, and suburbs.

In 1958 Unesco gave the Callao Public Library in Peru a bookmobile complete with audio-visual equipment. Within twelve months the loans registered by the bookmobile were more than twice those of the Public Library itself—25,888 compared to 11,729.

In Brazil, the Industrial Social Service has used bookmobiles since 1948 to supply "book chests" to factories, works' clubs and other meeting places of workers. These chests containing about sixty books are changed at three-month intervals.

In the West Indies, three mobile libraries are operated by the government of Trinidad and Tobago. They serve rural areas making fortnightly or monthly visits through eighty-nine townships and villages. The bookmobile usually stops at one spot in each community for a period of thirty minutes to two hours. Many of the service points are at schools, but some special organizations are served as, for example, a sanatorium and a brick factory.

The number of readers at each stop varies between forty and two hundred. The present vehicles carry 1,500 books each on inside shelves with no special adaptation for the tropics except a fan. A fourth
bookmobile is nearing completion which will carry 2,500 books. This is intended for suburban areas with adult service inside and junior service outside. The bookmobile in Tobago operates an extra service to schools during school hours. At each school the children choose their books, class by class. As an indication of some of the problems involved one of the library rules reads “books must not be used as umbrellas.”

In Australia bookmobiles operate in three of the states, New South Wales, Tasmania, and Victoria. Much of the sub-continent is not suitable for bookmobile operation owing to the long distances involved, the scattered distribution of population, and the road conditions which are frequently poor.

In New South Wales all the bookmobiles operate within a radius of eighty miles from Sydney, with the exception of that at Orange which is two hundred miles to the west of Sydney. In Orange local councils have combined to run a regional library which operates a bookmobile to serve outlying areas of the city and the surrounding rural area. A semi-trailer carrying three thousand books has a fortnightly schedule to visits of fifty-one stopping places.

The first bookmobile operated by a public library in Australia was put into service by Wollongong City Council in 1949. There are now fifteen bookmobiles operating in New South Wales, usually in closely settled areas where the library service is well developed. The majority of the vehicles are of the semi-trailer type, carrying from three to five thousand books. When first used in 1957 Sydney City Council’s semi-trailer bookmobile carrying five thousand volumes was claimed to be the largest in the world. It visits eleven stopping places on a fortnightly schedule, except for one stop which is visited weekly. This Council has another vehicle which brings books to the door for the sick, elderly and “shut-ins.” Nearly all the bookmobiles in New South Wales visit their service points at weekly or fortnightly intervals.

The State Library of Tasmania has two bookmobiles both of which have been put into service recently. Tasmania is best suited of the Australian states for this type of service as its area is not so extensive and its settled regions are quite compact. One three ton bookmobile works within a radius of about thirty miles from Hobart and serves eight municipalities. The other bookmobile serving the Launceston region started to operate in August 1960.

Bookmobiles are put into two distinct kinds of service in New Zealand. First of all they form the backbone of the County Library
Service covering the whole of New Zealand. This is not a service to individuals but to groups, involving bulk loans of not less than fifty books at a time for the smallest group libraries up to one thousand books at a time for the free public libraries in boroughs. There were 118 libraries controlled by local authorities and eighty-eight small independent libraries in the country which were served by the County Library Service at March 31, 1960. There are seven bookmobiles to visit these places, two each based on Hamilton and Palmerston North in the North Island, and three based on Christchurch in the South Island. The vehicles visit each library three times a year. They are designed to take 1,600 to 2,000 books.

Inside the cab is the librarian's home, for he may be away from his base from sixteen to twenty-six weeks at a time, sometimes covering five thousand miles. Each unit carries a small work bench, and cabinets for its records. Storage space in later models has provided for tiny wardrobes, suitcases, camp stretchers, mattresses, and a primus stove. In addition to the County Library Service there are four bookmobiles operated by the public libraries of Auckland, Dunedin, Papatoetoe, and Wellington. The Wellington bookmobile visits four suburbs, giving service for 151, 101, 100, and 104 days in the past year, with an issue totalling 99,102 books. It makes use of the electricity outlets at permanent parking places. Hours of service are displayed on the footpath. Papatoetoe Borough Mobile Library Service started in September 1958, and uses a trailer type vehicle, which was originally a mobile totalisator unit. It carries 1,600 books and is staffed by voluntary helpers. It is open eleven hours a week at four service points visited once weekly. Local milk bar proprietors hold a key to the bookmobile at each point.

It should be clear from the foregoing account that the bookmobile as an instrument of library service is rapidly becoming appreciated in all parts of the world. Although in some countries it is used as little more than a transport service, in all countries it is bringing books to the notice of people who have hitherto had no access to them and certainly not in the quantity which the bookmobile can display.

The bookmobile as a means for serving the rural population seems to be more fully appreciated in countries of the British Commonwealth and in the United States than in some of the countries of Western Europe such as Germany where its potentialities have not yet been fully realized and a service to rural areas is regarded as uneconomical. There appears a wide variation in the type of vehicle
used and the amount of stock carried, but on the whole these factors are conditioned by the country in which the bookmobile is operating.

References