

MDS Books

For collectors and enthusiasts

2014 Book News



The Christie

Charitable Fund



Registered charity no. 1049751

As you may be aware my wife is currently seriously ill with a terminal brain tumour, which affects and influences everything that's happening in my life and at MDS Books at present. I recently ran the Manchester 10k to help raise funds for the Christie Hospital - Europe's largest cancer specialist hospital who are currently providing her with first class treatment, raising around £1,000 this year - now around £8,000 since Sue was diagnosed and I can't thank enough all those kind people who've been able to sponsor me or make a donation to the Christie fund.

The Christie is the largest cancer centre in Europe treating more than 40,000 patients a year and an international leader in research. Cancer research in Manchester, most of which is undertaken on The Christie site, has been officially ranked best in the UK, with much of their work having an impact around the world.

It serves a population of 3.2 million across Greater Manchester and Cheshire, but as a national specialist around a quarter of their patients are referred from other parts of the country.

It is home to the largest early clinical trials unit in the world, one of the largest radiotherapy departments across the globe and the biggest chemotherapy unit in the UK. They also offer highly specialist surgery for complex and rare cancers and a wide range of support services, not just for patients but their loved ones as well.

Patients are always at the heart of everything they do. The first class care provided means they consistently receive the highest possible scores, and have some of the best survival rates and lowest infection rates in the country.

The Christie charity raises money to help fund cancer research, medical equipment, new developments and all those extra services that make so much of a difference to patients, such as counselling, complementary therapies, a wig service and cancer information centre.

Last year they raised over £12 million which helped fund a variety of projects and contributed to the development of new radiotherapy centres in Oldham and Salford, to allow patients to access high-quality Christie care in their local area. Your support will ensure that they continue to support those in need.

For more information visit www.christie.nhs.uk/the-christie-charity.aspx
or see the link from my website

If you'd like to sponsor me or contribute to the fundraising visit my justgiving page at
www.justgiving.com/Mark-Senior3

MDS BOOKS WEBSITE

Our new website www.mdsbooks.co.uk is up and running and ready to help you find out more about the wide range of books we have available to order.

The fully searchable catalogue contains details of over 5000 books and DVDs that we have available now, together with information on titles due to be published within the next few months, and we're adding more all the time.

You'll also find details of the special offers, clearance items and bargains that don't always make it into our printed catalogues, which by the way we are still committed to producing. We fully appreciate the look and feel of a printed catalogue can't be replaced by a computer screen and as publishers as well as retailers we understand that words and pictures are often better presented on paper.

Visit the site today and you can register your details to receive our regular email newsletters as well as the printed catalogue and you can also leave reviews of books you've bought, or send us requests for information on books you'd like us to find etc.

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Venture *publications*

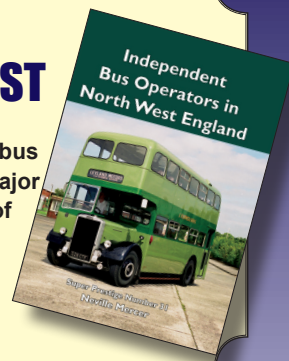
SUPER PRESTIGE 31 INDEPENDENT BUSES IN THE NORTH WEST

Neville Mercer continues his acclaimed exploration of independent bus operations with this detailed look at North West England, home to major independents such as Fishwick and Yellowway alongside a myriad of smaller fry taken over by larger fish, also now but a memory.

160 pages with 200+ photos, some in colour.

Author Neville Mercer

VP456 £16.95 DECEMBER



SUPER PRESTIGE 30 PRESTON BUSES

Mike Rhodes looks at the fascinating operations in the new city of Preston, where much has happened in the last fifteen years, privatisation, buyout, resale, investigation and battling on.

160 pages with 200+ photos, some in colour.

Author Mike Rhodes

VP455 £16.95 DECEMBER



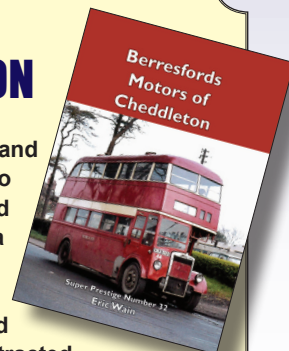
SUPER PRESTIGE 32 BERRESFORDS MOTORS OF CHEDDLETON

Eric Wain's definitive history of Berresfords Motors of Cheddleton and associated companies covers the period from inception in 1923 to closure in 1987. The author's own recollections are supplemented by a wealth of historical material from the archives. Starting with a service between Leek and Hanley the company grew, gradually at first, until its operating area extended across North Staffordshire and beyond. Interesting new and pre-owned vehicles were operated which, together with many withdrawn vehicles at the garage, attracted enthusiasts over the years.

160 pages with 200+ photos, 38 in colour, and a fleet list.

Author Eric Wain

VP457 £16.95 DECEMBER



NORTHERN COACHBUILDERS

Geoff Burrows and Bob Kell have produced this in depth, well-illustrated volume recounting the history of this major north-east bus manufacturing company which started as part of the Ringtons tea empire and supplied operators whose names are remembered by enthusiasts.

160 pages A4 upright, hardback with 200+ photos, some in colour, build summary etc etc .

Authors Geoff Burrows & Bob Kell

VP458 £30.00 MARCH 2014



METROLINK HANDBOOK 2014

Manchester's light rail system – Metrolink – opened in 1991 with 26 cars following the conversion of the former BR lines to Bury and Altrincham linked through the city streets with a spur to Piccadilly station.

In the last few years several new extensions have opened, and, with the recent opening of the line to Ashton town centre there are now 6 lines operating around 90 cars to 73 stops over almost 50 miles of track.

This full colour handbook looks at these developments and provides a handy guide to this much expanded system.

64 pages A5 card covers full colour

Author Colin Reeve

VP459 £9.95 MARCH 2014



STEEL WHEELS PART 3

We are currently working with Geoffrey Hilditch on the third part of his autobiography – Steel Wheels and Rubber Tyres and expect this to be available in Spring 2014 covering his time at West Yorkshire and Leicester.

VP460 c£20.00 MARCH 2014

RICHARDS BROS OF CARDIGAN

Les Dickinson has produced a splendid in-depth, well illustrated study of this significant South Wales operator whose activities continue to create much interest as routes change hands in the area. His research has benefitted from assistance from the company's owners.

VP461 c£20.00 MARCH 2014

WEST COAST MOTORS A 90TH ANNIVERSARY CELEBRATION

This family-owned business is celebrating 90 years of "bringing people together".

This latest book in our series of A4 colour publications traces the development of the company from its origins in Campbeltown at the south end of the Kintyre peninsula, to its present day operations which cover an area north to Fort William and east to Glasgow. The book also includes their Citylink services, Glasgow Citybus and City Sightseeing Glasgow businesses. There is also a brief, illustrated description of previous services in what is now West Coast

Motors territory.

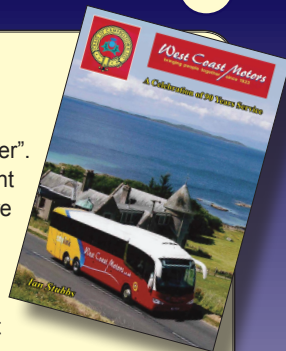
The story is complemented by over 200 photographs, most of which are in colour.

96 pages, A4 portrait with colour illustrations and behind the scenes information.

Author Ian Stubbs

ISBN 9781905304547

VP454 £15.00 AVAILABLE NOW



METROLINK - OLDHAM TO CHORLTON INCLUDING THE OLDHAM LOOP RAILWAY

The on-going extensions to Metrolink – the so-called Big Bang – now include the lines to Oldham Mumps and Rochdale, with the conversion of the former Oldham loop railway lines built by the Lancashire and Yorkshire Railway.

This book describes the origins, with photographs of the steam trains in L&Y and later BR days, the modernisation with DMUs, and now the opening of the new Metrolink service serving Oldham Mumps and Rochdale railway station, both temporary measures until the final link to the two town centres are completed.

96 pages, A4 portrait with colour illustrations and behind the scenes information.

Authors Scott Hellewell & Colin Reeve

VP453 £15.00 AVAILABLE NOW

WEYMANN STORY PART 2

This second volume takes the story from 1942, and another change of owner, to closure in 1966. Profusely illustrated in mono and colour, the wide variety of customers is well covered and many of the wonderful liveries are reprised.

From the wartime utilities, the classic post-war double-deckers, half cab and underfloor single-deckers, RTs, Fanfares and Orions, boats and trolleybuses, strikes and fire, there is a wealth of variety for all enthusiasts.

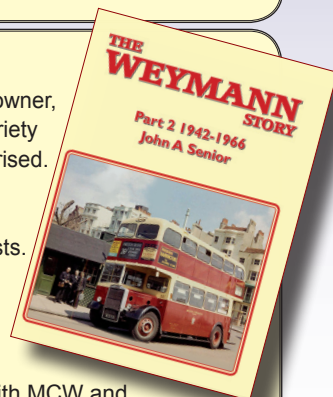
Changes in ownership from gold mines, failed banks, insurance and shipping giants are all covered and a recap of the first two decades is included. Sales brochures and G/A drawings enhance the wide photographic coverage and behind-the-scenes interviews with former staff and present-day survivors add to the interest. The relationship with MCW and Metro-Cammell is spelled out.

VPL60 WEYMANN STORY PART 2

ISBN 9781898432609 £27.50 Author John A Senior

192 pages A4 Hardback 300+ black & white & colour photographs

AVAILABLE NOW



6 Forthcoming titles October 2013 - Feb 2014

Buses & Trolleybuses

AMBERLEY PUBLISHING

A1621 Across Birmingham on the 29A £14.99 Nov



The 29A bus route ran through the middle of Birmingham, from one edge of the city to the other. From Pheasey and Kingstanding to the north of the city, it went all the way to Hall Green, right on the border with Solihull to the south, and in fact the buses passed through Solihull as they went round to run back north.

Although focusing on the 29A, this book will also cover associated and replacement routes such as the 30, 33, 90 and 91. David Harvey shows this cross-section of Birmingham from the introduction of the service in 1928 to its replacement in the days of the West Midlands PTE, which began work in 1969. This was a period of great change in Birmingham, from the massive expansion of council housing following the First World War to redevelopment in the 1950s and 1960s, and it is all illustrated here.

BEST IMPRESSIONS

B1402 Twelve Royal Tigers £25.50 Oct



Hit by the fall in the trade in the mid-1930s, the owner of a modest Lancashire cotton firm recruited his bright young nephew to broaden the business. His solution was to build coach bodies. This had hardly started when two key staff members left and set up as rivals. This book tells the amazing story of these two rivals, Bellhouse Hartwell and Beccols, in a fascinating tale of rivalry and enterprise, and of hope, disappointment and success in those now distant, early post-war years. The coaches produced by these two companies between 1947 and 1955 were very much of their time; sometimes avant-garde, sometimes outlandish and flamboyant, but always stylish and distinctive. With nearly 300 photographs and illustrations, many never seen before and all expertly restored, every page is a delight to the eye - it's a brilliant reference work and a beautiful book.

BRITISH BUS PUBLISHING

BB543 2013-14 Go Ahead Bus Handbook £16.75 Dec

The 10th edition of this volume dedicated the bus operations of the group. The contents are correct to November 2012 and include Go North East; Oxford Bus Company; Konectbus; Go-Ahead London; Metrobus; Brighton & Hove; Plymouth Citybus; Go South Coast.

CAPITAL TRANSPORT PUBLISHING

CA369 Boris's Bus - New Bus for London £19.95 Nov



Fulfilling a pre-election pledge, in December 2011 London mayor Boris Johnston launched the New Bus for London at Trafalgar Square. The first prototype went into service the following month and production vehicles are now arriving for a start on the main programme of conversions to the type, hailed as a new icon for London. This book covers the background to the new bus, including the open competition held by TfL for its design.

CA370 Colours of West Yorkshire £30.00 Oct



The latest book in the colours series covers the county of West Yorkshire - the blue of Bradford, the green of Leeds, the red of Huddersfield and the green and orange of Halifax to name just some of the major operators included. Joining these in this heavily illustrated and full colour book are a string of independents. As with the

other books in the series, the period covered is from the 1950s to the mid-1970s.

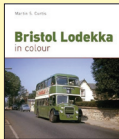
CA372 London's Night Buses V2 1984-2013 £30.00 Nov



Volume Two of this detailed history of London's night buses takes the story from 1984, when the network was extensively enlarged, to the centenary year of the services in 2013. A wealth of information has been gathered to chronicle the changes in the network during that period, changes which included major increases in frequencies on many routes along with a very large increase in demand for the services. Philip Wallis is the foremost photographer of London buses after dark and his own work is supplemented by a good selection of photos from others.

IAN ALLAN LTD

I3732 Bristol Lodekka in Colour £19.00 Jan



Launched in 1949, the Bristol Lodekka was the first bus design to permit a low-floor solution to the age-old problem of trying to accommodate double-deck vehicles under low bridges. Following the withdrawal of the KSW model, the Lodekka was ultimately to be the last traditional front-engined double-deck design produced by Bristol and, by the time that production ceased in 1968, more than 5,200 had been built. Of these, the vast majority (as a result of the restrictions placed on the availability of Bristol products) were bought by Tilling Group companies with a number also passing to Scottish operators. As a result of these restrictions, the Lodekka was also manufactured under licence by Dennis - as the Dennis Loline. This pictorial colour album looks in detail at the working life of the Lodekka as it worked the country with a variety of operators. Every operator which brought Lodekkas is illustrated and the book also shows Dennis Loline operators.

KEY PUBLISHING

KE913 Little Red Book 2014 £35.00 Oct



As always, the 'bus industry bible' has been fully revised with all the latest information to show the changes to operational fleets, ownership and management of bus and coach companies of all sizes. It also includes information on suppliers, societies, licensing bodies and many other topics and subjects; essential information for all those working in the industry.

PRESBUS PUBLISHING SERVICES

PBP16 Leicester in Colour £13.95 Nov

The latest in this series of colour volumes from Presbus looks at Leicester in the 1960s and 1970s..

All these books due shortly. To order phone 01457 861508

RIGBY ROAD PUBLISHING

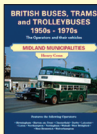
JW005 Blackpool Corporation Tramways - Motor Bus Operations 1921-1932 £19.90 Dec



The story of Blackpool's initial bus operations under the management of Charles Furness from the first route between Thornton Station and Cleveleys Tramroad Station in 1921, to new management and fleet changes from 1933. Rare images of Blackpool's early buses and formative years of bus services in and around Blackpool. 96 pages A4 softback.

SILVER LINK

S4427 Buses & Trolleybuses: Midland Municipalities £18.00 Nov



The more than 150 photographs in this new volume in the series were taken between 1951 and 1978. The majority are in colour and have never before been published. Covering all the major bus, tram and trolleybus operators in the area, most of the pictures show the buses in pre-National Bus Company and Passenger Transport Executive liveries. They also, of course, provide nostalgic views of street scenes, shops and contemporary road vehicles. Midlands Municipalities will feature: Birmingham, Northampton, Burton-on-Trent, Nottingham, Chesterfield, Walsall, Derby, West Bridgford, Leicester, West Bromwich, Luton, Wolverhampton

STUART ROBBS

SR006 RT Family Garage Allocations Vol 3 Central RTs 1949-1979 £25.00 Nov

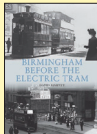


Stuart Robbs continues his comprehensive look at the allocations of London's buses, this time concentrating on the RTs serving central area depots (letters A-M - the rest follow later) from 1940-1979. Numerous black & white illustrations accompany the tables of depot allocations, which contain fleet numbers allocation dates (in and out) and registration numbers. 144 page A4 softback.

Trams & Light Rail

AMBERLEY PUBLISHING

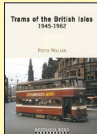
A1622 Birmingham Before the Electric Tram £14.99 Nov



The City of Birmingham ran routes using steam trams, cable trams and battery-powered accumulator trams until these were swept away by the considerably more efficient electric trams which we remember today, their power supplied through overhead cables. In this wonderful collection of period images, David Harvey shows us Birmingham through its public transport as the nineteenth century turned into the twentieth. This is a vivid look at the architecture and technology of Victorian and Edwardian Britain at its height.

GREGY

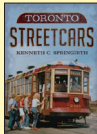
CR721 Trams of the British Isles 1945-1962 £7.95 Oct



At the end of World War 2, there were more than 40 tramways operational throughout the British Isles. Within a generation, however, the number of operators that survived could be numbered on the digits of one hand. From major cities - such as London, Glasgow and Liverpool - with their massive networks to smaller operators - such as the Giant's Causeway - the period between 1945 and 1962 was to witness an almost unrelenting retreat.

FONTHILL MEDIA

F5032 Toronto Streetcars £17.99 Nov



Toronto, Canada's commercial capital and largest city, has the most extensive trolley car system in North America. Electric trolley car service began in Toronto in 1892 replacing horse drawn service by 1894. The city has been consistently noted for obtaining modern trolley cars such as the streamlined Presidents' Conference Committee trolley cars that were introduced in 1938 followed by the modern Canadian light rail vehicles and Canadian articulated light rail vehicles for its well maintained system. This book is a photographic essay documenting Toronto's extensive trolley car system that during 2012 on an average Monday to Friday work day carried an average of 285,000 passengers with its 11 routes, 671 stops, and 247 cars. From the urban residential area of Kingston Road to the commercial district of Spadina Avenue where between King and Bloor Streets there is a trolley car in peak periods every 2 to 3 minutes, this book provides an insight to an amazing trolley car system.

ROBERT SCHWANDL PUBLISHING

MET41 Tram Atlas Northern Europe £17.00 Nov



Similar to the Tram Atlas France, this title complements the book 'Metros in Scandinavia', published 2004. This time the focus is on tram and trolleybus systems (the latter being very widespread in the Baltic States), while at the same time an update is given on developments in the field of rapid transit. 128 pages, softback with numerous maps and photos. Text in English and German.

All these books due shortly. To order phone 01457 861508

Railway Books

AMBERLEY PUBLISHING

A1095 Birmingham New Street Station

Through Time

£14.99 Oct



New Street Station was once voted one of the country's most hated buildings. To many, it is a 1960s monstrosity. Those with a longer memory, however, will recall the grand old station that dated back to 1854, a station with a rich and fascinating history. Built as a joint station by the London & North Western

Railway and the Midland Railway, it had the largest arched single-span roof in the world and was known as Grand Central Station. Now, in the twenty-first century, New Street is once again undergoing a transformation. It is hoped that this will restore its place in the heart of both Birmingham residents and travellers passing through. New Street Station Through Time brings to life the history of this Birmingham landmark and previews the exciting vision of the station's future as it takes the reader on a journey covering 175 years.

A1942 The Brighton Line - A Traction History £14.99 Nov



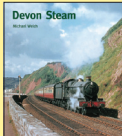
The London to Brighton Line was built to serve the leisure market rather than industry. It initially carried nineteenth-century pleasure-seekers from the capital to fashionable Brighton, and subsequent services such as the Brighton Belle, the Sunny South Express and the Gatwick Express continued in that

tradition. However, it also became a commuter line with fast services that made it possible to work in the City but live in the expanding suburbs to the south of London, or, later, in Surrey or Sussex. These considerations meant that as well as steam locomotives, Atmospheric traction was used on the Brighton Line, and, from 1909, electrification, which had reached Brighton by 1 January 1933 as well as the diesel locomotives still in use today. In this book, Simon Jeffs looks at the various forms of traction used on the Brighton Line, which give it a special identity even to this day.

CAPITAL TRANSPORT PUBLISHING

CA374 Devon Steam

£18.95 Nov



Few counties offered such a wonderful variety of railway routes and steam motive power as the glorious county of Devon. While the line between Newton Abbot and Plymouth featured some of Great Britain's most formidable main line gradients, some of the branch lines, such as the Hemyock

branch and Torrington to Halwill Junction line, had an immense character and charm all of their own. On summer Saturdays in the 1950s many extra trains were provided to convey holiday-makers and, perhaps, this period was the heyday of steam traction in the county. Using the best available images, this album recalls the last ten years or so of steam operation and will rekindle many happy memories of a much-loved era and, of course, the scenery is unsurpassed.

FONTHILL MEDIA

F5081 North East Railway in WW 1

£18.99 Oct



This book tells the story of how a railway so modern that it had urban electric passenger trains half a century before they became widespread. For the first time, it sheds light on the huge rise in numbers of the female workforce of the NER during the war from porters to cleaning locomotives to policewomen with the same powers as their male counterparts and tells the story of how civilian men of the NER joined the armed forces and their experiences from Private Turner who died defending Hartlepool with three other NER men to Lieutenant Hood who fought an exciting war in armoured cars from Belgium to Persia (modern-day Iran).

F5316 Yorkshire Railways from the Archives £16.99 Oct



This book has been produced using many illustrations from the archives of the Yorkshire Post. They have amazing clarity, having been scanned and enhanced expertly from large format glass plate negatives. But that is not to detract from the book's other pictures, which have been carefully composed and taken over the years by the Yorkshire Post's own reputable staff photographers. The picture captions are well-researched, informative and reflect Peter's eye for the unusual and eccentric. Yorkshire Railways not only provides interest for the real enthusiast but also for the social historians among us who want to look back and get the feel for how it really was in the days before Dr Beeching came along with his axe.

HALSGROVE PUBLISHING

HA207 More Cornwall Rlys Remembered £19.99 Oct



The author's position as a life long railwayman has given him unique access to the operational structure of the railway network either side of these major changes. He brings to the reader a fascinating insight into the recent history of railways in Cornwall, and by including over 260 photographs from friends and colleagues; he illustrates a bygone era, revealing some of the many incidents he and his colleagues attended over the years.

HA173 Unusual Railway Pubs Refreshment

Rooms and Ale Trains

£16.99 Oct



Queen Victoria's private waiting room; a Lincolnshire signal cabin; a pre-war parcels van; a gas-lit ladies' waiting room; and a wooden carriage of 1876 some of the locations that serve as station pubs with a difference. You can, quite literally, drink in Britain's railway history (and dine too) in the world's first purpose-built railwayman's inn, or the Metropolitan Railway's headquarters, or the terminus of the Somerset & Dorset Joint Railway. Stations both large and small once had licensed refreshment rooms of the type immortalized in Noel Coward's Brief Encounter. During the nineteenth century, railway pubs on and adjacent to stations became the successors to coaching inns, for which the railways had sounded the death-knell. Bob Barton traces the 175 year-old relationship between railways, refreshment rooms and the brewing industry through this guide. It includes the growing phenomenon of steam hauled Ale Trains on heritage railways, and features reproductions of pump-clips of railway themed beers.



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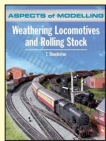
IAN ALLAN LTD

I3785 Aspects of Modelling: Digital Command Control Definitive Guide £20.00 Nov



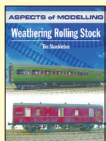
Ian Morton provides the definitive guide to digital command control, which is the most significant recent advance in model railway technology. Whereas most modern rolling stock is now designed to be fully compatible with DCC, for modellers it may represent a challenge - particularly if they have collections of locomotives and rolling stock that pre-date its development. This informative volume includes step-by-step photographs showing how all model locomotives can be converted to DCC operation. This definitive guide contains instructive text aligned to a wealth of images, making it a must for rail and modelling enthusiasts worldwide.

I3656 Aspects of Modelling: Weathering Locomotives £16.00 Nov



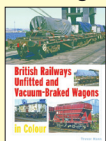
This informative new volume provides the modeller with a guide to the principles and practice of weathering locomotives in particular, providing modellers of all levels and abilities with a step by step guide to the skills involved and the pros and cons of undertaking such work on models. Following the same format as the rest of the Aspects of Modelling series, the book includes instructive text alongside over a hundred mono and colour illustrations.

I3758 Aspects of Modelling: Weathering Rolling Stock £16.00 Nov



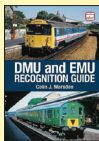
This handy new guide to the principles and practice of weathering rolling stock will provide both inexperienced and proficient modellers with the knowledge to acquire the skills involved when undertaking such work on pristine models. Packed full of helpful advice, hints and tips to get the best results and the most authentic finishes, and suitable for modellers of all abilities, this book is the perfect companion to Tim Shackleton's earlier title in the series on Weathering Locos.

I3636 BR Unfitted & Vacuum-Braked Wagons in Colour £22.50 Oct



This comprehensive full colour compendium illustrates the fleet of non-fitted and vacuum-braked freight wagons built by British Railways, for both revenue-earning traffic and departmental use, during the period from Nationalisation in 1948 right through until the construction and conversion of such wagons ceased during the 1990s. The book provides an outline of the evolution of the BR wagon fleet, from initial orders to pre-nationalisation designs, the development of BR 'standard' designs, and the effects of the 1955 Modernisation Plan. With over 200 colour photographs and detailed captions the book highlights significant technical details of wagon design and information relating to traffic/departmental use as well as the geographical sphere of operation. Technical developments such as brake gear design, roller bearing axleboxes and hydraulic/pneumatic buffers are also covered together with the variety of liveries carried over the years.

I3740 DMU and EMU Recognition Guide £22.50 Nov



This new recognition guidebook provides complete coverage of all types of DMU and EMU fleets. In 1948 British Railways inherited a number of multiple-units, the vast majority of which were EMUs designed for operation on the electrified networks around London, Manchester, Liverpool and Newcastle.

However, over the next decade there was a revolution in the provision of motive power with the first-generation DMUs coming into service in large numbers and with further extensions to the Southern's electrified network requiring additional stock. 256 pages hardback, illustrated in colour and black & white.

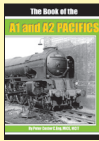
IRWELL PRESS

IR963 A4 Pacific Compendium £19.95 Oct



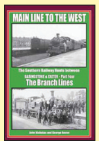
The Book of the A4 Pacifics Accompaniments Compendium consists of the three original volumes together in one 176 page edition at a cost-busting £19.95. The opportunity has been taken to incorporate some minor corrections and additions along with some new photographs.

IR684 Book of the A1 and A2 Pacifics £27.95 Oct



The A1 was introduced not merely in the eleventh hour of the old 'Big Four', but almost in the last five minutes of that hour. In the mêlée of nationalisation, the new Railway Executive's mechanical engineering team, determined to create a new railway with the new standard locomotives, turned its back on the most successful large passenger designs. These were Gresley's A4 and Sir William's magnificent 'Duchess' Pacific, joined by Peppercorn's A1. The sequence of events that led to the A1 actually started with Gresley's Mikado of 1934, and it was the need to resolve the problems of these magnificent but flawed locomotives that led to the emergence firstly of the Pacifics of Edward Thompson, then secondly those of Arthur Peppercorn. With the relatively abrupt abandonment of steam in favour of diesel and electric traction, the working life of all post-war designs was truncated, and the engines' working life became shorter with the later designs.

IR962 Main Line to the West Vol. 4 - The Branch Lines £29.95 Nov



This final volume brings many details and developments up to date but more importantly ties in all the many branches which sprouted so delightfully at regular intervals across Hampshire, Wiltshire, Somerset, Dorset and Devon. Some are barely known to the general reader, others are timeless icons, the 'English Country Branch Line' personified. Describes in detail with pictures and plans the branches to Seaton, Sidmouth, Lyme Regis, Exmouth, Amesbury, Bulford Military Camps, Chard; the Alton line of Oh, Mr Porter! fame is there, and even the old lines south from Andover to the margins of Southampton. Also includes an index to all four volumes, will be of inestimable value to a work now approaching 1,300 pages.

All these books due shortly. To order phone 01457 861508

KEY PUBLISHING

KE930 Hornby Magazine Yearbook No 6 £17.99 Nov



Although the Hornby Magazine Yearbook is effectively a thirteenth issue of the magazine, it is presented in casebound format as a standalone book, rather than as a magazine or bookazine as produced by competitors. Its content is broadly in line with the magazine, and there is some continuity with certain key

projects, but what makes the publication stand out from all of the others is that it is a self-contained guide to building a model railway from scratch. The mix of features show the reader how to build the baseboards, how to lay track and set up the electrics, make the scenery and buildings and what locomotives and rolling stock to operate on the finished layout. The theme for the HMV No. 6 is built around the Southern Region and a completely new model railway layout, featuring 3rd rail electrics, built by author Mike Wild.

KE916 Modern Railway 2014 £25.00 Dec



The latest volume of this indispensable, hands-on annual review and directory of the UK rail industry. As well as editorials on all the key players and projects, TMR includes a comprehensive directory listing over 2,000 suppliers and businesses involved in Britain's railways, including all contact details - an essential reference tool for today's railway professional.

MIDDLETON PRESS

M7450 Narrow Gauge Branches Sardinia and Sicily

£16.95 Nov

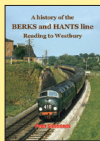


The two Italian Islands of Sardinia and Sicily were home to extensive narrow gauge systems which supplemented the standard gauge railways. Sardinia has retained most of its network, albeit that some of the more scenic lines are now only used for tourist trains. Conversely the majority of the narrow gauge lines in Sicily we closed by 1985, only one independent route around Mont Etna having survived. This album shows the scenic grandeur of both islands to good effect with a mixture of steam and diesel power at work in beautiful locations.

NOODLE BOOKS

NB988 A History of the Berks & Hants Line Reading to Westbury

£30.00 Oct



Compiled by former railwayman Peter Simmonds, this comprehensive new volume provides a thorough and detailed history of the Berks and Hants line from Reading to Westbury, supplemented by a wealth of illustrations, both historical and current, the majority of which have never been seen

before. 200 pages, A4 hardback illustrated in colour and black & white.

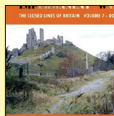
NB983 Didcot, Newbury & Southampton Railway Final Years 1948-66

£30.00 Jan



It is now more than 50 years since regular passenger services ran between Didcot, Newbury and Winchester. Whilst the early history and indeed the story of the railway up to the time of WW2 has been well documented, the final years have been mainly neglected. Now that may be put right - albeit with the opportunity to include a few gems from years past recently uncovered!

NB812 Impermanent Ways: Vol 7 - Dorset £11.95 Jan



Jeffery Grayer, author of many of the Impermanent Way titles, has once again sourced a lively and unusual selection of images to illustrate the wide variety of lines that once existed in Dorset but have now long been closed. Contrasting with the views of closure are a carefully chosen selection of colour scenes showing the featured lines as they were in operation. The vast majority of the photographs in the book have never been seen before. Locations such as Bournemouth West, Corfe Castle, Swanage and Bridport/West Bay feature strongly as does Lyme Regis and the changes that have occurred around Weymouth.

NB800 Modelling the Southern: V2

From Loco to the Lineside

£16.50 Oct

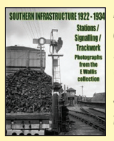


To assist the modeller, both experienced and beginners, Jeremy English presents his second instalment in this popular series continuing basically as before but with the additional emphasis on EMUs, signalling, sample layouts and lineside structures. As before, prototype plans are included as well as examples of some of the best Southern models and layouts of recent years. 96 pages, softback well illustrated in colour and black & white.

NB811 Southern Infrastructure 1922-1934:

Stations/Signalling/Trackwork

£14.95 Nov



Between 1922 and 1934 the late E. Wallis was employed by the Signal Department of the Southern Railway. During this time he went to work with a glass-plate camera recording scenes and locations - not trains - often from the lofty vantage point of a convenient signal!

The result is a veritable feast of detail hitherto largely ignored by contemporary photographers or either impossible to access. The Wallis archive is considerable, in excess of 1,000 period images, few of which have ever been seen before. Now thanks to the Wallis family, Noodle Books have been granted permission to the entire collection. This new volume has collected together some of the very best images covering all three areas of the SR, from the SECR, LBSCR through to the LSWR. Detailed and informative captions complete a book that surely deserves a prominent place on the bookshelves of every Southern enthusiast.

NB809 Southern Way Issue No 24

£14.50 Oct



Kevin Robertson continues his exploration of all things Southern

OPC

OP660 BR Steam Locos 1948-68 2nd Ed. £45.00 Nov



This new book is a completely revised and updated edition of the author's 2005 work and includes updated data and illustrations of many of the classes and as a new feature, line drawings of each locomotive class listed in the book. Covering all the locomotives inherited in 1948 as well as those constructed post-Nationalisation, the book enables the reader to identify precisely the history of each individual locomotive. Information provided includes technical data, modifications, date of construction, names, date of withdrawal and much more, thus providing the reader with a single-volume reference to the many thousands of steam locomotives operated between 1948 and the end of main line steam in 1968.

All these books due shortly. To order phone 01457 861508

PLATFORM 5 PUBLISHING

PF105 Loco Pocket book 2014 £4.95 Nov



The complete guide to all locomotives which operate on National Rail and Eurotunnel. Details for every locomotive includes livery, owner, number carried and allocation. Data is correct to October 2013. 96 pages softback with 27 colour photos.

PF106 Coaching Pocket Book 2014 £4.95 Nov



The complete guide to all locomotive-hauled coaches which operate on National Rail. Details for each coach include number carried, livery, owner, operator and depot allocation. Data is correct to October 2013. 112 pages softback 35 colour photos.

PF107 DMU Pocket Book 2014 £4.95 Nov



The complete guide to all Diesel Multiple Units which operate on National Rail with livery details, ownership, numbers carried and allocations all included. Data is correct to October 2013. 80 pages softback, 28 colour photos.

PF108 EMU Pocket Book 2014 £4.95 Nov



The complete guide to all Electric Multiple Units which operate on National Rail and Eurotunnel and the stock of the major UK Light Rail systems. Details are provided for each unit, including depot allocations, livery, owners and operators. Data is correct to October 2013. 112 pages softback 32 colour photos.

PF104 Irish Railways, Locomotives Multiple Units & Trams 3rd Ed £15.95 Oct



A complete listing of all IR and NI Railways locomotives, multiple units and coaching stock with data correct to September 2013. Technical data is included for each type of rolling stock and the new Dublin light rail system stock is also detailed, plus preserved locomotives, railcars and coaching stock for main line use. 80 pages, A5 softback with 51 colour photos.

RAILWAY CENTRE.COM

RC879 Modern Traction Names £35.00 Nov



This book traces the entire history of modern traction train naming in the UK, with illustrations of each nameplate and a full description of locomotive, location, date applied, reason for naming and a detail of what the name means. Details are set out in alphabetic order (A-Z), with a full cross-referenced table at the rear and details of nameplates carried by departmental stock, metro lines and other operations. The author has followed UK train naming for over 40 years and this is his second book on the subject. 288 pages hardback, illustrated in colour and black & white.

SILVER LINK

S5274 BR P&P 68: South Devon £18.00 Jan



This will be the 5th volume in the series to visit the county of Devon. The previous volumes in the series being: No 8 Devon, No 52 East Devon, No 53 North and West Devon, No 67 Plymouth & South West Devon. Newton Abbott has a fascinating railway history having in the past had a railway workshop and several branch line connections. Even today the railway is

an important part of the transport infrastructure - several branch lines may have closed but there is still much to see both as the working railway and the traces of past lines. David Mitchell has yet again come up with a wonderful mix of past images with which to contrast the present.

S4422 Stone by Rail A History of the Rail-connected Quarries of Aggregate Industries £25.00 Oct



This book looks at the rail-connected quarries of Bardon Aggregates, a company that started from small beginnings to become the country's largest rail-operated stone extractive company with four 'super-sized' quarries. The histories of the various quarries, internal railways, connections with the main-line and stock are described.

S4433 The Beeching Legacy:

S & Central Wales & the Marches £18.00 Nov



1963 saw the publication by Her Majesty's Stationery Office of Part 1 of the report 'The Reshaping of British Railways' by Dr Richard Beeching, then chairman of the BR Board. This series is intended as a record of how the proposals affecting passenger services throughout England, Scotland and Wales were ruthlessly implemented over a ten-year period

Other Transport

TWELVEHEADS PRESS

TH478 Cornish Milestones £18.50 Nov



Cornwall's intricate road network, some of it quite ancient, links all the major towns of the county and to guide travellers milestones and guidestones were erected. Two centuries of intensive road development, from the dawn of the Industrial Revolution to the arrival of the motor car, has given Cornwall a legacy of the best collection of granite milestones in Britain. Despite new bypasses and faster, wider roads replacing the turnpike roads of the stage coach era, in Cornwall the milestones remain to tell the story of the pioneering days of road engineering. Drawing on extensive research, using original maps and documents, the author has traced the growth and development of the road system, piecing together the pattern of milestones and placing it in its historical context. Every roadside milestone in Cornwall is documented and illustrated, and not just from the turnpike era as examples both pre- and post-date that period.

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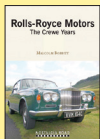
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Cars

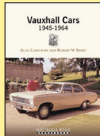
CRECY

CR718 Rolls-Royce Motors The Crewe Years £7.95 Oct



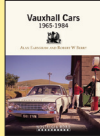
Following World War II, Rolls-Royce Motorcars began producing some of the world's most celebrated cars in Crewe and the superb quality and attention to detail of its Bentley and Rolls-Royce vehicles including the Silver Cloud and Silver Shadow brought it worldwide esteem. Chronicling the history and five generations of cars we follow the company's story until its demise in 2003.

CR719 Vauxhall Cars 1945-1964 £7.95 Oct



Vauxhall Motors commenced motor manufacturing in 1903 and with its Griffin emblem gradually became a household name. In the two decades after World War II, as Britain began to rebuild itself, Vauxhall made some of their most classic models. By introducing the L-Type, E-Type, PA -Type, and HA Viva through to the FB Victor and PC Cresta, Vauxhall established itself as one of the world's most respected car manufacturers.

CR720 Vauxhall Cars 1965-1984 £7.95 Oct

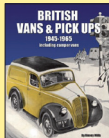


This 20-year period in Vauxhall's long history saw the 'entry level' model progress from the basic HA Viva to the sporty little Nova and at the other end of the scale, to the PC Cresta. It was an era that saw the arrival of famous names like the Cavalier, the Astra and the Chevette, but also the demise of traditional models like the Victor and Viscount. Here we tell their story.

Commercial Vehicles

HERRIDGE & SONS

HS331 British Vans and Pick ups 1945-1965 £35.00 Nov



In the twenty-year period following World War II, light commercial vehicles in Britain gradually changed from being working versions of passenger cars to vehicles which were specifically designed for the job. At the beginning was the Morris Eight van, which struggled to cope with a five hundredweight load, or to reach 50mph. At the end came the Ford Transit which carried three times that load, drove like a car and cruised at 70mph. In this book the van manufacturers (large and small) are dealt with in A-Z order, from Austin, Bedford, Bond and Commer to Reliant, Standard, Triumph and Trojan. The author gives a brief history of each and then provides individual coverage of the models produced, using material from brochures and advertisements for the illustrations to give the flavour of the times when they were seen to be going about their business.

Shipping & Maritime

AMBERLEY PUBLISHING

A1339 Lifeboat Service in Scotland

Station by Station

£15.99 Oct



In times past, shipwrecks were much more common and there was little provision to help those stranded at sea. Places such as the west coast of Scotland would see hundreds of wrecks per year, from small sailing vessels to large steamers. By the start of the nineteenth century, volunteer lifeboats began to be stationed around the coast in the most dangerous areas and soon, the RNLI began to provide new stations and lifeboats. With the introduction of these lifeboats, many lives have been saved over the intervening two centuries. Scotland has seen more than its fair share of wrecks because of its location, with many vessels foundering after a tortuous journey across the Atlantic, as well as coastal traders lost in storms or accident. War has played a part too, with the Western Isles being the graveyard of many a torpedoed or mined vessel. Nicholas Leach tells the story of each Scottish station, both onshore and in the islands, using photographs of the lifeboats, houses and rescues.

AP371 RMS Mauretania

£19.99 Oct



Built for speed, Mauretania was also luxurious and she captured the imagination of the travelling public, many of whom would choose their crossings so as to travel aboard her. She was a firm favourite of film stars, politicians and royalty and spent the war years as a hospital ship and troop ship. Built on the Tyne in 1906 and entering service in 1907, she soon gave an idea of her potential by breaking the record for the shortest Atlantic crossing, and kept up healthy competition with her sister, until 1909, when she retained the Blue Riband for the next two decades. Her sleek lines brought many admirers and she looked equally beautiful with her original black-painted hull and with her latter day white hull. Originally based at Liverpool, at the end of the First World War she transferred to the Southampton-New York run. Kent Layton uses many previously unpublished images to tell the story of the Mauretania, the speed queen of the Atlantic.

FERRY PUBLICATIONS

FP874 Dover-Calais

£18.95 Nov



An updated version of the Dover-Calais 2009 edition, this publication covers the history of the most famous ferry crossing in the world but looks in detail at the development and expansion of the ferry operations and the new tonnage which has been introduced since the opening of the channel tunnel. It will include DFDS and Myferrylink operations. The 128 page, A4, hardback book will be richly illustrated in colour and black & white.

All these books due shortly. To order phone 01457 861508

FP870 DSB Ferries £22.50 Apr



DSB (Danske Statsbaner) is Denmark's national rail operator. Until the mid-1990s, it was also the nation's largest provider of domestic and international ferry services. Initially, the DSB fleet consisted of train ferries linking Jylland, Fyn and Sjælland, as well as providing international connections to Sweden and Germany. From the mid- 1950s onwards, a succession of large and very efficient car ferries was added in response to growing car ownership. DSB's ferries were of very distinctive design and they also had a unique onboard atmosphere. The last generations were notable for their impressive architecture and for the incorporation of modern art and furnishings, reflecting a paternalistic and social democratic state, providing high quality transport infrastructure for the people. This book documents DSB ferries in photographs and advertising memorabilia from the 1900s until the 1990s.

FP873 Ferry & Cruise 2014 £18.50 Nov



Ferry & Cruise 2014 is the new look review book, which has proved very popular with all shipping enthusiasts. 2014's publication will have features on: The Sanct Svithun disaster of 1962; the evolution of corporate branding on ferry exteriors; Istanbul Ferries; The Aegean Scene 15 years ago;

Helsinki-Tallinn; Tallink; Kingswear Castle; Euro Tunnel at 20 years of trading and Voyager. Photo Features on: Ferries of the Canaries & Madeira; Saga Sapphire 2012. 160 pages A4 softback, illustrated in colour and black & white.

FP864 Ferries of the Irish Sea - Across Four Decades £16.00 Oct



This book documents in pictures the busy ferry industry on the Irish Sea over the last four decades. It features many of the ships and companies who have traded on the Irish Sea over the last 40 years during a period of great change. The publication also includes the ferries operating to and from the Isle of Man, which sits in the middle of the Irish Sea. Continental services to France operated by Brittany Ferries and Irish Ferries are also included.

FP876 Folkestone for the Continent 1843-2001 £21.50 Apr



This new book covers the entire history of the Kentish port of Folkestone from its inception in the early years of the nineteenth century, its purchase by the South Eastern Railway and the commencement of a tidal steamer service to Boulogne in 1843.

Although the history of the port will for ever be linked with Boulogne, other services were operated to Flushing, Ostend, Dunkirk and Calais and are also covered. The coming of the vehicle ferry service in 1972 greatly improved the port's fortunes but after a disastrous first year's trading, the Swedish Stena Line axed the traditional link at the close of 1991. Thereafter Hoverspeed and a number of purely freight operators lingered for another ten years before final closure. The book is enhanced by a wealth of historical and more recent photographs showing the port and its ferries, a complete fleet list, traffic statistics and maps of the port at different stages of its development.

FP877 Remembering Townsend's Free Enterprise £7.95 Nov



Free Enterprise I entered commercial service in April 1962. She was shockingly different with her pale green hull, wide beam and compact lines. This limited edition book follows the career of this pioneering vessel and includes a wealth of images of her on the English Channel and Greece waters. 40 pages softback, illustrated in colour and black & white.

FP871 Silja Line - Samseglande to Tallink £22.00 Nov



Silja Line and Tallink are two of the world's best known ferry companies. This book gathers together for the first time in English their entire histories, from humble beginnings with small steamers to the leisure orientated cruise ferries of today. Partial bilingual text in Finnish. 144 pages A4 hardback.

FP861 TT-Line Through Five Decades £18.95 Oct



Since the introduction of the first Nils Holgersson in 1962, German ferry operator TT-Line has been both an innovative and reliable player in the highly competitive southern Baltic ferry market. Their core Travemunde Trelleborg route has seen no less than six different generations of ferries so far, among them the well-known cruise ferries Peter Pan and Nils Holgersson from 1986/87, the ecologically friendly Green Ships Robin Hood and Nils Dacke of 1995 and the latest generation RoPax ferries Nils Holgersson and Peter Pan built in 2001. But apart from that, TT-Line is also known for its English Channel affiliate Olau Line which lasted from 1978 until 1994 and for a service between Rostock and Trelleborg which was inaugurated in 1992. In 2012 TT-Line celebrates its 50th anniversary. This book tries to capture in words and pictures the fascinating history of TT-Line, their routes and their ships.



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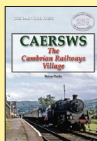
OAKWOOD PRESS

OA731 West Country Railway Memories £15.95 Nov



This book is not really so much about the trains themselves, but rather more about the stations, signal boxes, railway staff and places by which, and through which, the lines passed. The lines covered include some Great Western lines in Devon and Cornwall and much of the Southern's 'Withered Arm'. The last days of the Bridport branch in Dorset are also included, and there is a quick scamper into Wiltshire for the Salisbury-Exeter line. It is now 50 years since the Beeching report brought about such huge changes to Britain's once vast railway system and Robert Prance captures on paper his memories of those changing years.

OA722 Caersws - Cambrian Railway Village £16.95 Nov



Brian Poole tells the story of the vibrant railway community of Caersws and Moat Lane. The Bridge Department at Caersws was very important, maintaining civil engineering structures over a large part of Mid-Wales. Three generations of local men starting from 1895 developed skill in every facet of both inspection and maintenance of bridges, sea walls and tunnels within the Cambrian Railways and with the extra territory added by the GWR. They also constructed replacement bridges and assisted contractors. The area receives a high rainfall so the challenge was to maintain a range of bridges and culverts throughout the system where prolonged rain would quickly turn a quiet stream into a torrent. The everyday duties and life in a Welsh railway community are recorded here for posterity. So let the story unfold.

OTHER TITLES DUE FROM

Venture publications

Venture are currently working on a number of titles and would be pleased to hear from anyone with information or photographs concerning, in no particular order:

Southport; Yorkshire JOCs (photos), Pontypridd and Aberdare

Anyone interested in providing information or assistance regarding any of the above is asked to write in the first instance to Bob Rowe at the address below detailing how they might be able to help. Do not send anything without writing first.

Larger format works are in hand covering Red & White. Railway readers will be pleased to note that the second part of the history of Brush Locomotives, written by George Toms is almost complete and should appear in 2013/14.

Other titles due for publication later in 2013 should cover Richards Brothers of Cardigan, Volvo and also include works by Geoffrey Hilditch.

For more information please check the website www.mdsbooks.co.uk or send us an SAE marked with the title(s) you're interested in to MDS Book Sales at the address below.

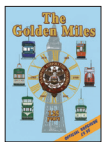
If you're working on any project you think we may be interested in please also write to Bob. Again don't send anything of value until he has contacted you.

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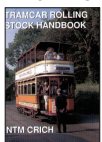
Venture Publications Ltd

VP439 125 Golden Miles - Blackpool Trams 125 Years £9.95



Venture have teamed up with Blackpool Transport Services and Bombardier - builders of the new generation trams - to create this beautifully produced official Commemorative brochure with brief history, details of all visiting trams for the September event together with vignettes of preserved vehicles - in Blackpool and elsewhere. Illustrated with stunning photographs, some double page A3 spread, contemporary publicity and postcards and topped off with a selection of Ian Stewart's magnificent drawings.

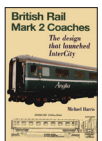
VP420 Crich Tramway Stock Book £7.95



First of a new series from Venture, this fully illustrated all-colour pocket book describes the Crich fleet on a one car per page basis. A mixture of vintage and modern pictures selected for their quality make this quite literally a little gem. Edited by long-standing TMS members John Senior and Ian Stewart,

the book has already received very favourable comment from tramway enthusiasts around the world. 96 pages B6, softback with over 100 colour photos.

VP148 BR Mark 2 Coaches - The Design that Launched Intercity £30.00



BR's Mark 2 coaches were a remarkable link between the steam age railway, the birth of Inter City in 1966 and the successful development of that business - especially through the 1980s - to the emergence since 1984 of the privatised railway. Over 400 were thoroughly modernised to serve the privatised companies and took the operation of the Mark 2s through into the new century. The author consulted official BR records not in the public domain, and interviewed engineers and operators who worked with the Mark 2s throughout their lives. Of especial interest is the full story behind the evolution of the prototype Mark 2 built at Swindon Works in the early 1960s. Profusely illustrated with photographs and drawings showing Mark 2s at all stages of their lives, as well as their construction and interior details which makes the book of particular interest to railway modellers. Originally published in 1999 and now reprinted to meet ongoing demand.

VP400 Brush Diesel & Diesel Electric Locos Vol 1 £35.00



This comprehensive history covers in detail the formation of the business in 1919, with its South Wales connections, up to the closure of the Pemberton premises in Wigan early in 2005. The story follows the rapid expansion of the 1920s and 1930s, through the difficult war years leading to the post-war heyday and is copiously illustrated throughout, covering in detail the development of the changing body styles, but not forgetting the human input. The account includes a look at Massey Brothers of Wigan taken over in 1967 and after 70 years of operation the changes in locomotive design and construction in 2005. A4

VP431 Mechanical Horses £13.95



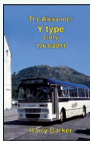
Although articulated lorries are today accepted as the main form of road transport vehicle, it was the railway companies who pioneered the idea, which was later taken up by road haulage operators. This recent book with many previously unpublished photographs helps to describe how the articulation concept, with the ability to rapidly exchange trailers, came to dominate the haulage scene.

VP449 Cumberland Motor Services 1912-2012 - 100 Years of Service £15.00



Cumberland Motor Services was founded as Whitehaven Motor Services Company in 1912 and this publication has been prepared to celebrate its centenary. It does not attempt to be a history of the company as the known history, up to 1996, has been covered in the author's previous books, *British Bus Systems No 1 - Cumberland* and *Cumberland Motor Services 1921-1996*. It is therefore a pictorial review, mainly in colour, of its development over the past 100 years and includes many previously unpublished photographs of the company's vehicles and operations. There is also brief reference to the expansion of the company which took place in 1997 with the takeover of the North Lancashire area from Ribbles.

VP445 Alexander Y Type Story 1961-2011 £26.00



When the Alexander Y type first appeared in 1961, half a century ago, it was clearly head-and-shoulders above most - if not all - of its contemporaries. It became a classic single-deck design, ranking with the best, and in this extensively researched and extremely detailed account of the marque Harry Barker has provided an interesting and very readable account which will be the definitive work. Profusely illustrated with over 250 photographs, mostly in colour.

VP443 Massey Bros Coachbuilders £25.00



Massey Bros of Wigan, the latest in the acclaimed Coachbuilding history series, covers the whole period of coach, tram, bus and trolleybus construction from 1919-1968 when Northern Counties took the firm over. Close on 400 illustrations, many in colour, of vehicles from England, Scotland and Wales;

Southend to Sutherland, Chester to Colchester, Glasgow to London and so on. Municipalities and independents of all sizes including contemporary adverts and trade press reviews. Full body list of all known vehicles produced, with analyses of production and customer details, maps and factory plans. The book forms a worthy tribute to this well respected Lancashire bodybuilder and represents the culmination of many years work by the author and the many people who have assisted with the provision of the extensive photographic coverage. c160 pages, A4 Casebound

VP425 Potteries Motor Traction - A Retrospective £25.00



Geoff Smith takes us through the formation, growth & eventual demise of PMT from the North Staffordshire Tramway Company, through Potteries Electric Traction Company and Potteries Motor Traction. Profusely illustrated with a magnificent selection of photographs from the original BET's company archive,

supplemented and enhanced by contemporary archive material dating back to the vellum indentures assigning the company to the BET in October 1900, we see horse trams from GF Train, steam and then electric trams. The fledgling buses and their successors, personnel and property, through to NBC, privatisation and up to the 21st Century are all covered.

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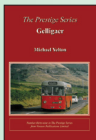
VP440 No.38 Bedwas & Machen £7.95



The Bedwas and Machen UDC transport undertaking in South Wales was well-known among bus enthusiasts because it was for some years the smallest municipal operator in the country: later that distinction was held by Colwyn Bay in North Wales, which ran only a promenade service for a period of time and

later by Hartlepool (as opposed to West Hartlepool) Corporation, which ran only four vehicles on a joint service with its neighbour. However, the operations of Bedwas after the Second World War were more complicated than is sometimes supposed and there were many features of interest in the fleet. In this latest edition to the Prestige Series Author Michael Yelton, who recently produced the Super Prestige book on West Mon has tackled this interesting story, illustrating almost the entire fleet in the process. The book also includes a complete fleet list.

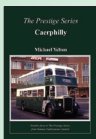
VP444 No.39 Gelligaer UDC £9.95



The third of Michael Yelton's fascinating histories in the Prestige Series about the smaller South Wales municipal operators deals with the transport undertaking of Gelligaer Urban District Council which was based in Glamorgan, unlike the previous Councils which have been dealt with and which were in

Monmouthshire. Although Council owned buses did not commence working until 1928, the pre-war fleet contained such interesting specimens as an AEC Renown and two AEC Qs in a fleet of around 20 buses. The first double-deckers did not arrive until 1949 and the post-war period saw further joint working between Urban District Councils, which outside of South Wales were never many in number. The book is illustrated almost entirely from the collection of Roy Marshall.

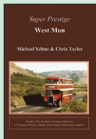
VP450 No.40 Caerphilly £9.95



Michael Yelton continues his studies of Welsh municipal operators with this volume covering Caerphilly. A somewhat larger undertaking than that of its neighbours run by the Councils of Gelligaer and of Bedwas & Machen. The first buses entered service in 1920 and the story concludes in 1974 when the undertaking was absorbed into Rhymney Valley along with Gelligaer and Bedwas & Machen UDCs

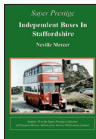
Super Prestige Series

VP426 18 West Mon £15.95



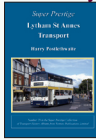
Small Local Authority owned bus operations, so small that the towns concerned did not even merit Borough status, but were classed as Urban District Councils, were to be found in a few areas of Britain, none more so than South Wales. The West Monmouthshire Omnibus Board was one of these rare organisations and as this latest book by Chris Taylor and Michael Yelton explains, was in fact unique. The authors trace the establishment of the undertaking in 1926 right up to the Local Government re-organisation in 1974, when the features that made West Mon so unusual disappeared. Amongst enthusiasts another characteristics that made West Mon so interesting was the Bargoed Hill route, which required a succession of specially built buses to operate it over the years. All of this and much more is brought out in this latest fascinating volume in the Super Prestige Series.

VP432 19 Independent Buses in Staffordshire £16.95



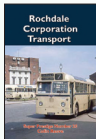
Staffordshire is well known for many things, but for the transport enthusiast it was undoubtedly the number of Independent bus operators that enhanced its interest. Neville Mercer's second Super Prestige title deals with over 30 operators covering their early history and in most cases their ultimate demise. The way many of them co-existed alongside the large territorial companies, in particular the Potteries Electric Traction Company (later PMT) is concisely covered, contrasted with the story of how many continued to exist in terrain that was far from being particularly productive in terms of passenger numbers. Over 160 black and white photographs are supplemented with a 16-page colour section that pays tribute to, in many cases, these resolute owners who are no longer in existence.

VP428 20 Lytham St Annes Corporation & Successors £16.95



Lytham St. Annes Corporation Transport was somewhat overshadowed by its larger neighbour Blackpool but maintained a character of its own. The book commences with the infamous gas trams and moves into the electric tramway era. The trams were joined by the distinctive blue and white buses, an unusual feature being the retention of torque convertor transmission in pre-war Leylands until withdrawal in the early sixties. Tramway operation ceased in 1937. Local government reorganisation brought about a change of name to 'Fylde' and deregulation saw considerable expansion of the fleet. Coaching activities including hiring to National Express took vehicles to many parts of the country. The story concludes with the takeover by Blackpool Transport Services. Fully illustrated with excellent photographs and maps. 128 pages with around 150 photos.

VP435 21 Rochdale Corporation Transport £15.95



Next in the series covering former municipal operation in Lancashire, this work by Colin Reeve covers the tramway period, horse, steam and electric, and then the buses from 1926 to the formation of SELNEC, including the legendary Gardner-engined AECs introduced by Joe Franklin.

VP424 22 Ellen Smith £15.95



This edition comprises an outline of the family business with illustrations covering most of the vehicles owned and a full fleet list. The origins of this famous Lancashire coach operator go back to horse drawn days at the end of the 19th century. The first motor vehicle was bought in 1915 and throughout its history the business purchased only British vehicles.

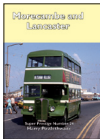
VP441 23 Independent Buses in Shropshire £16.95



Neville Mercer, who recently prepared the comprehensive study of Independent Bus Operation in Staffordshire, has now produced this companion volume covering the independent operators of Shropshire. Produced in the same operator by operator style it covers over 30 operators large and small from pioneering days up to de-regulation in 1986

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VP442 24 Morecambe & Lancaster £15.95



The history of public transport in Lancaster and Morecambe is an interesting one. Initially there were company operated horse drawn tramway systems and following takeover by the Corporation, horse drawn trams remained in Morecambe until 1925, making it the last town on mainland Britain to operate such services. The first petrol operated trams entered service in Heysham. Lancaster's first buses were battery operated and although it was claimed that they were 'not very good on hills', they remained in service for around 12 years. Both had their own municipal transport systems and but unusually there was no joint working between them, the service between the two towns being operated by Ribble Motor Services. With local government reorganisation in 1974, Lancaster and Morecambe, together with a number of rural areas, were combined to form an enlarged City of Lancaster. Later the area was taken over by Stagecoach, initially becoming part of its Ribble subsidiary later to become part of Cumberland Motor Services.

VP446 25 Oldham Corporation Transport £16.95



The second of Colin Reeve's books on Greater Manchester municipalities charts the history of public transport on the roads of Oldham from the days of the horse and steam trams through to the demise of the Corporation's operation and its inclusion in the SELNEC PTE. Horse trams started running in 1880 and the first steam trams some five years later, the latter operated by the notorious Manchester, Bury, Rochdale and Oldham Steam Tramways Company, which was once quoted as an example of the result of building a tramway on the cheap. The leases of both operators ran out in 1901 and the Corporation opted to run its own electric trams. The first motor buses took to the streets in 1913 but did not last long and it was not until 1924 that a second successful attempt was made. Oldham dabbled in trolley buses but this was also short-lived and the fleet consisted solely of motor buses until the end of its independent existence in 1969.

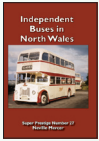
VP447 26 Portsmouth Corporation Transport £16.95



The City of Portsmouth has a long and proud history, and for nearly 90 years the Transport Department owned by the City enjoyed a similar distinguished history and the City of Portsmouth Passenger Transport Department is the subject of Bob Rowe's latest narrative.

Like many municipal organisations elsewhere in the country, it progressed through operation of horse trams, electric trams, trolleybuses and motorbuses, during this time, the latter fleet having a marked preference for Leyland vehicles, although wartime deliveries brought more variety with Daimlers and Bedfords. Perhaps even more interesting were post-war deliveries of Crossleys with locally built bodies. The trolleybus fleet was at one time the second largest in the south of England (outside of London). A co-ordination agreement with Southdown Motor Services added more diversity to the local scene and was only brought to an end with deregulation in 1986. 144 pages, including 16 in colour, several maps, tram, trolleybus and motorbus fleet lists.

VP448 27 Independent Buses in North Wales £17.95



Neville Mercer takes an in-depth look at the histories of 32 independent bus operators in the five traditional counties of Anglesey, Caernarvonshire, Denbighshire, Flintshire, and Merionethshire. In Anglesey and Merioneth the advance of Crossville had all but eliminated independent stage carriage services by the end of the Second World War, but in the other three counties important operators survived until deregulation and beyond. They include Caelloi Motors, Clynnog & Trevor, Express Motors, Purple Motors, and Silver Star in Caernarvonshire; Bryn Melyn, the Llandudno & Colwyn Bay Electric Railway, and Wright of Penycae in Denbighshire; and Phillips of Holywell and Fisher of Bronington in Denbighshire, as well as many more modest enterprises - some of them all but forgotten. The book also includes the post-deregulation history of the surviving operators and takes a look at the humble beginnings of important present-day enterprises such as GHA and Tanat Valley. 160 pages with 174 photos, 34 in colour.

VP451 28 Bury Corporation Transport £16.95



This volume continues Colin Reeve's study of operations across the north west and includes the story of the trams and buses from their earliest days through to the takeover of the operation by the PTE. Includes a fascinating mix of Crossley AEC and Leyland vehicles.

VP452 29 Transport in Barrow in Furness £16.95



This book covers transport in the somewhat isolated, but substantial town, of Barrow in Furness, well known for its shipbuilding industry. It commences with a company operated steam tramway then an electric tramway system initially operated by BET Ltd. It covers the tramway and bus operations of the Barrow in Furness Corporation, which reached its heyday in the immediate post-war years when Barrow had probably the most modern and standardised municipal bus fleet in the country. It concludes with operations up to the present time by Stagecoach subsidiary, Cumberland Motor Services.



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A1528 Buses of Northern Scottish £14.99



From its headquarters in Aberdeen's Guild Street, Northern Scottish operated over Moray, Angus, Aberdeenshire and the city of Aberdeen itself and provided services in towns such as Braemar, Elgin, Fraserburgh and Stonehaven. Founded in 1985 as a successor of Walter Alexander & Sons' operations in the north-east of Scotland, which themselves dated back to the 1930s, the company has since been absorbed into Stagecoach. Prior to privatisation, however, the company always retained its distinctive yellow and white livery and latterly resurrected the bluebird logo once used by Walter Alexander & Sons. Peter Findlay gives us a picture of the buses used across this large and remote swathe of rural Scotland such as the AEC Reliance, Leyland Olympian and Leyland Leopard. 96 pages softback, with around 180 photos.

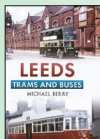
- AP992** Fife Buses - From Alexander (Fife) to Stagecoach £14.99
A1473 Highland Buses £14.99



Highland Omnibuses was founded in 1952 as part of the state-owned Scottish Bus Group that operated services throughout Scotland. The company was created from the merger of Highland Transport, Macrae & Dick and Alexanders Town Services and from its base in Inverness ran services throughout the

Highlands, from Thurso and Wick in the far north through Fort William to Oban in the south, and west to Kyle of Lochalsh and the ferry to Skye. Highland Omnibuses operated the majority of services, but MacBraynes (although primarily a ferry company) were also involved, as were smaller independent companies. In this collection of images dating mostly from the 1960s and 1970s John Sinclair provides a window into the past of the isolated communities served by these buses as well as many photographs of the stunning Highland landscapes. 96 pages softback with around 180 photos.

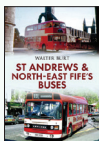
- A1140** Kirkcaldy & Central Fife's Trams & Buses £14.99
A1484 Leeds Trams & Buses £14.99



The first tramway in Leeds was opened by the Leeds Tramways Company in September 1871, running between Boar Lane and the Oak Inn at Headingley. Leeds Tramways Company continued to operate tram services until 1893, when it was bought by the city's corporation. Leeds Corporation Tramways continued to operate until November 1959, modernising and acquiring new trams even in the 1940s and 1950s, when other British tramways were closing. The first Leeds buses were horse buses operated in the 1870s, with the first motor buses appearing in the early years of the twentieth century. Following the First World War, the number of buses operated by Leeds Corporation began to grow and the city never looked back. 96 pages softback, with around 180 illustrations.

- AP820** Maidstone Corporation Transport 1904-74 £12.99

- A1648** St Andrews & North East Fife's Buses £14.99



Stretching from Lundin Links on the north shore of the Firth of Forth around the coast to the southern shore of the Firth of Tay, north-east Fife is a largely rural area. The towns and villages, however, have long been connected via a network of buses to St Andrews, the largest town in the area. From the Royal and Ancient Burgh of St Andrews through towns like Cupar and Leuchars to the picturesque fishing communities of the East Neuk, Walter Burt uses a wide selection of black and white and colour images to tell the story of St Andrews and North-east Fife's Buses.

- A1708** The British Bus in the Second World War £16.99



The British bus industry was ill-prepared for the Second World War. Among the immediate consequences were the loss of significant numbers of staff to the armed forces, a drastic reduction in the amount of fuel available and the introduction of the blackout. As the war progressed, it became increasingly difficult to meet the demand for new services to Royal Ordnance Factories and other government establishments. Meanwhile, resources were in short supply, the armed forces had requisitioned many of the best vehicles while new ones were almost non-existent, the industry had to rely on female labour, causing problems of recruitment and retention and government exercised undue control over many operational aspects. In this book, John Howie looks at how these problems affected the bus industry and how they were overcome.

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This book tells the story of Stagecoach's budget coach operations from its humble beginnings in 1980 through to the megabus.com years from 2003 to the present day. In addition to tracing its developments in the UK, North America and Europe it also includes megatrain.com and the low-cost coach operations in Poland and Turkey under the Souter Holdings banner. Illustrated with over 160 colour photographs, the majority of which have not previously appeared in print, this is a book that will have a wide appeal and commemorates a new concept in coach travel.

- ABR57** When Provincial Buses & Coaches Came To London £13.99



With the Olympic and Paralympic Games still fresh in everyone's mind, this book looks at all the operations in London, and some of those outside the capital, that were connected with these two events. One of the biggest logistics operations in the history of the UK bus and coach industry it involved around 1500 vehicles most of which were drafted into London from all around Britain. Within the pages of this A4 book is a detailed text covering the 2012 Olympic and Paralympic operations and vehicles used plus 184 colour photographs which together capture the flavour of this once in a lifetime event.

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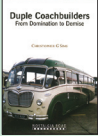
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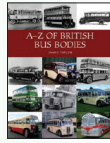
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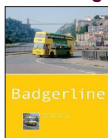
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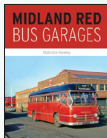


In 2011 Badgerline marked a quarter century as a separate business. Created prior to privatisation, the brand name was established in 1985, it was not until the following year that the company was formally established, initially as a subsidiary of NBC prior to the sale to its management. Under its

new owners the company grew through acquisition of operators such as Western National and Midland Red West, Eastern National, Potteries Motor Traction and Yorkshire Rider. When it merged with GRT to form FirstBus (later FirstGroup), Badgerline operated more than 4000 buses across the UK. It also had a toehold in railway franchising business through a shareholding in Great Western Trains. The Badgerline bus service extended as far as Chippenham, Gloucester, Salisbury, Taunton, Yeovil and also operated National Express Coaches to London. Martin Curtis and Mike Walker provide a pictorial account of Badgerline, with a selection of photographs showing Badgerline buses across the country, in a variety of liveries.

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This book chronicles the history of each of the bus depots operated by Midland Red prior to its demise in the 1980s along with the story of its central works in Birmingham. The book provides an overview of the development allied to individual depot histories. The illustrations feature views of the depots themselves, vehicles in and around the depots as well as images recording vehicles in operation from the depots covered. The company possessed about 50 depots and outstations; each will be illustrated with particular attention paid to the more significant sites, such as the central works.

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A radical solution for the problem of lowbridge access was developed by Bristol with its introduction of the famous Lodekka. As a result of trading restrictions, Bristol could only supply the Lodekka to the Tilling Group operators. Thus, this radical design was not available to other operators, leading to rival companies such as Leyland seeking to develop their own version. As such, a generation of lowbridge buses was created. Two models emerged from AEC - the Bridgemaster and Renown one from Albion, the Lowlander, and one from Dennis, the Loline. These models were popular with BET companies, with municipals and with Scottish operators. Production was ultimately to be curtailed as a result both of the development of the rear-engined double-deckers, such as the Leyland Atlantean and Daimler Fleetline, which revolutionised bus design and by the decision that the New Bus Grant would only be applicable to rear-engined buses.

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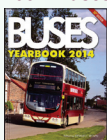
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Olympics transport requirements. Push Once paints a richly illustrated and often amusing picture of the dedication of the nation's busmen - and occasionally their lack of it. Essential reading for anyone with an interest in how Britain's bus industry came to be what it is today.

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Edinburgh Corporation (and its successors, Lothian Region Transport and Lothian Buses) is the first Scottish operator to be covered in this series. Their earliest Leyland buses were used to support the tramway system and vehicles of this make later comprised a significant proportion of the fleet in the years

following the replacement of trams in the early 1950s. Apart from the tour fleet, this situation continued until the marque was no longer available. This publication was written by Gavin Booth and Mike Sutcliffe, both experts in their respective fields, and contains much new information on the earliest Leylands and details of postwar demonstrators and 'look-alike' vehicles with other operators. The 48 page book is same size as previous issues in this Fleet Series, and has 68 superb photographs, and with the laminated softback card cover in colour.

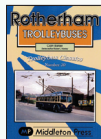
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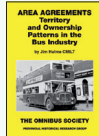
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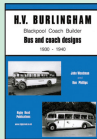
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This book covers Blackpool's buses and trams during the period from 1954 to 1985 - under the management of J.C. Franklin and Derek Hyde. Capturing the story of transition of the tram system from four

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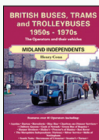
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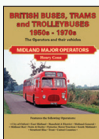
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The more than 150 photographs in this new volume in the series were taken between 1951 and 1978. The majority are in colour and have never before been published. Covering all the major independent bus operators in the area, most of the pictures show the buses in pre-National Bus Company and Passenger Transport Executive liveries. They also, of course, provide nostalgic views of street scenes, shops and contemporary road vehicles. Midlands Main Operators will feature: City of Oxford; East Midland; Mansfield & District; Midland General; Midland Red; Notts & Derby; Potteries Motor Traction; South Midland; Stratford Blue; Trent; United Counties

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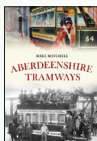


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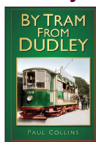
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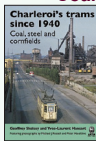
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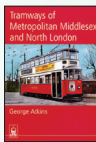
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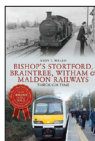
In this comprehensive history, Colin Maggs tells of other, perhaps less well-known aspects of the company's history. Its construction and expansion; the activities of its publicity department; its sea, air and road services. It was a caring cradle-to-the-grave employer and at Swindon provided a hospital, school, baths and recreational facilities. These and other fascinating aspects of the company are all revealed in this accessible book illustrated with over 100 photographs and period posters, many in colour.

A0699 **Birmingham to Gloucester Line £16.99**



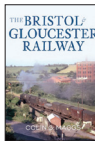
The story of the Birmingham to Gloucester line really began when the London & Birmingham Railway, with Robert Stephenson as its engineer, opened to the capital of the Midlands in 1838. The following year, another future section of the Midland Railway was authorised, this being the Birmingham & Gloucester Railway. Gloucester was already approached from the south by the Bristol & Gloucester Railway, this having developed from the Bristol & Gloucestershire Railway, a horse-worked coal tramway connecting mines at Coalpit Heath with Bristol. The Birmingham & Gloucester was taken over by the Midland Railway in 1845, the line becoming part of the London Midland & Scottish Railway in 1923 and British Railways in 1948.

A0856 **Bishop's Stortford, Braintree, Witham & Maldon Railways £14.99**



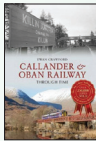
The first branch line railway that served Braintree in Essex is the former line from Bishop's Stortford through Dunmow and Felsted to Braintree and the second is the line from Witham to Braintree, which is still in use today. In addition, Wallis looks at the Maldon branch. The stations included are Bishop's Stortford, Hockerhill halt, Stane Street Halt, Takeley, Felsted, Bannister Green Halt, Rayne, Braintree old station, Braintree new station, Braintree Freeport, Cressing, White Notley, Witham, Wickham Bishops, Langford & Ulting and Maldon East. Each station features a number of photographs ranging from early Great Eastern Railway views through the 1950s, 1960s and 1970s to the present day.

A0260 **Bristol & Gloucester Railway £16.99**



Colin G. Maggs, one of the country's leading railway historians, tells the full story of this line right from its inception up to the present day. As well as detailing its history, he describes the line, its locomotives, rolling stock and train services. He also details permanent way and signalling, while accidents, including the horrific one at Charfield in 1928 are also covered in this wide-ranging book, illustrated with over 190 illustrations

A1405 **Callander & Oban Railway £14.99**



Construction on the Callander and Oban Railway began in 1866, but because of the mountain terrain through which the line passed, especially at Glen Ogle and at the Pass of Brander at Loch Awe, the line did not open until 1880. Designed to link Callander, near Stirling, soon to be absorbed into the Scottish Central Railway and then the Caledonian, with the west coast port of Oban, the line was never profitable although Oban developed as a fashionable resort after the arrival of the railway. Although the section of line between Crianlarich and Oban remains open as part of the West Highland Line, the eastern section between Callander and Crianlarich closed following a landslide in September 1965. Much of the eastern section is now a cycle path known as the Rob Roy Way. In this book, Ewan Crawford uses a mixture of old and new photographs to bring the history of the line and its landscape to life.

A1915 **Hartlepool Railways £14.99**



The first Hartlepool railway was created at the beginning of the railway age. At the height of the town's prosperity, there were nearly two hundred miles of working railway within the dock complex alone, and this book covers the rise and gradual decline of this system. The railways have witnessed a number of significant events such as the bombardment of Hartlepool by German warships during the First World War and the devastation caused to the docks and railways during the Second World War. This book records the history of Hartlepool from its pre-railway origins as a medieval port through to the present day. The book draws on numerous sources, including the Robert Wood collection at the Hartlepool Museum, Hartlepool Library, the Teesside Record Office, and the National Railway Museum at York and Shildon.

A1094 **Glasgow Central Station Through Time £14.99**



The larger of the two railway stations in Glasgow, Glasgow Central is the busiest station in Scotland and the busiest in the UK outside of London. As well as being a terminus for inter-city services from England, the station serves the towns and suburbs south of Greater Glasgow and the Ayrshire and Clyde coasts.

Glasgow Central, however, is also a category A listed building. Originally opened in August 1879, the station became a landmark in Glasgow following a rebuild between 1901 and 1905. The Edwardian ticket offices and information building survive, while the glass-walled bridge which carries the station building over Argyle Street, known as the Hielanman's Umbrella, is one of the iconic postcard views of the city.

A2172 **London & Blackwall Railway £14.99**



Originally known as the Commercial Railway, the London & Blackwall was one of London's earliest and most distinctive lines. Stretching eastwards along a string of viaducts, it went from the City to Blackwall on the Thames. Worked by a rope haulage system initially, rather than conventional locomotives, it was built to a non-standard

gauge - all the more surprising given the involvement of Robert Stephenson. The railway served a mixed clientele, with dock workers and seamen rubbing shoulders with the day-trippers and travellers connecting with vessels moored at Blackwell. Later extensions took the rails into the Isle of Dogs and, via Bow, to the east and north-east of London. Leased by the Great Eastern Railway in 1866, it was later absorbed by the LNER until passenger services ceased in 1926. But final closure of the railway in 1968 was not the end of the line for the old L&BR as the arrival of Docklands Light Railway saw much of the route brought back into regular use.

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A0979 London to Brighton Line Through Time £14.99

The London to Brighton Line was opened in 1841 by the London & Brighton Railway, providing a service between London Bridge Station and the fashionable South Coast. Although the railway started carrying day trippers, the rapid expansion of the suburbs south of London during the nineteenth century meant that the line (absorbed into the London, Brighton & South Coast Railway) was soon running plentiful commuter services as well. Extending to Victoria Station in 1860, the London to Brighton Line was the first UK main line to be electrified throughout, starting in 1909. On its way, the line ran through the beautiful Sussex countryside and this book will take the reader on a tour through that countryside, along the bridges and viaducts built for the railway, showing through a collection of old and contemporary photographs how the route has changed.

AP661 Nuneaton-Leamington By Train In The Days Of Steam £16.99

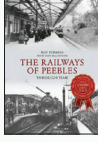
This book documents how the railways linking these two important Warwickshire towns and their environs were faithfully served by steam locomotion for many years. The Nuneaton to Leamington route became an essential artery for the LNWR, and subsequently the LMS, primarily for moving coal from the North Warwickshire coalfields to the south and south-west of England. The Nuneaton to Leamington line was originally conceived and built as two routes. A plethora of illustrations reveals the stations, sheds and locomotives of diverse design that contributed to these fascinating railways.

A1654 Oxford Worcester & Wolverhampton Railway Through Time £14.99

Oxfordshire was brought into existence during the Anglo-Saxon period, the original county being confined to the north bank of the Thames. However, local government reorganisation in 1974 meant that the Vale of White Horse district was transferred from Berkshire to Oxfordshire, and the county boundary was thereby extended southwards into the weald and downland area on the south side of the Thames. The area defined as South Oxfordshire here includes the Vale of White Horse area, together with a number of locations on to the north of the river - a swathe of countryside with Didcot more or less at its centre. Around thirty different locations have been included; some of these being small towns or villages such as Wallingford, Watlington, Faringdon and Dorchester, while others are rural villages such as Clifton Hampden, Uffington, Blewbury, Clanfield and Standlake.

AP767 Cambridge Main Line Through Time Pt. 1: £14.99

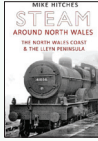
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The railway first came to Peebles in July 1855. However, this small town in the Scottish Borders soon became the subject of a dispute between the North British Railway and the Caledonian Railway. The Peebles Railway, the first to reach the town, was taken over in 1876 by the North British, which had also operated a line from Galashiels via Innerleithen from 1866. In 1855, however, the Symington, Biggar & Broughton Railway was authorised and competition began in earnest. All three of these lines closed in the 1960s, although parts continue in partial use as cycle paths. In this book, Roy Perkins and Iain MacIntosh use a fascinating collection of old and new photographs to tell the story of these competing railway lines.

A0764 Steam Around Harrogate & the Dales £16.99

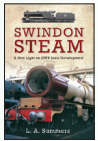
In Steam Around Harrogate & the Dales, Mike Hitches explores the railway history of another area of Yorkshire in the glory days of steam. Days when the railway formed an important part of the infrastructure and thousands of passengers used the trains. Mike covers shed allocations, timetables and preserved lines in this well-illustrated book.

A0765 Steam Around North Wales £16.99

Mike Hitches explores the railway history of the area in the glory days of steam. Days when the railway formed an important part of the infrastructure and thousands of passengers used the trains. Mike covers shed allocations, timetables and preserved lines in this well-illustrated book.

AP921 St Pancras Station Through Time £14.99

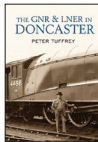
With its famous hotel, St Pancras is now the London terminus of the Eurostar, with a high speed rail link through East London to the Kent coast and the Channel Tunnel. But it was not always so. Once nearly redundant and threatened with demolition, the station was the London terminus of the Midland Railway, and could proclaim at its opening the largest single span roof in the world. Over £800M saw St Pancras restored and rebuilt for the modern day, with Eurostar and modern commuter routes, as well as access to six Underground lines. Described now as the 'world's most wonderful railway station', St Pancras is a paragon of Gothic architecture. The St Pancras Renaissance London Hotel utilised large parts of the Midland Grand Hotel and opened in 2011, exactly 138 years after the original was opened.

A1681 Swindon Steam £14.99

This is not a history of the Great Western's locomotives or of its train operation. It attempts to investigate the facts behind the myths and mysteries. What was life like for footplatemen and workshop employees? What is the truth about Dean's fabulous 4-2-4T? The origins of Churchward's design innovations have long been known but little has been written about how and why, over the years these features came to be developed. Did the locomotive superintendents of some companies network their ideas, and further, was GWR influence and practice to be seen far away in such remote parts of the world as Egypt, Malaya and Australia? What alternatives were there to the disastrous dieselisation policies of the 1950s? The author paints a broad canvas and tries with new research to get to grips with these and other questions.

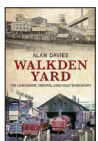
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A0125 The GNR and LNER in Doncaster £16.99



If it hadn't been for Doncaster MP Edmund Beckett Denison the railway and the railway workshops may never have come to the area. First he persuaded the GNR to extend their line from London to York through the town and then he coaxed the company to transfer its Locomotive Repair Workshops from Boston to Doncaster. Thereafter, the town's reputation grew as a place where the latest designs for locomotive and carriages were conceived and brought to life to enrich the nation's railways. Sir Nigel Gresley was the architect of much of this success. Working first at Doncaster and then in constant touch from his offices in London, the local Plant Works, as it became known, produced many of his outstanding engines including the Flying Scotsman and Mallard. Mention also must be made of his marvellous carriages particularly the Coronation, Silver Jubilee and West Riding sets. Many of these and more are illustrated in here.

A0925 Walkden Yard - Lancashire Central Coalfield Workshops £14.99



Located close to the Ellesmere Colliery, the Walkden Yard ultimately became the NCB Central Workshops for Lancashire. From here the workshops served the Bridgewater Trustees' collieries, providing engineering support as well as maintaining the numerous railway locomotives and the many hundreds of wagons that the company owned. Opened in 1878, Walkden Yard transferred to the National Coal Board upon nationalisation after the Second World War and its importance grew as it served the other Lancashire collieries too. At Walkden there were a machine shop, joiners' shop, electricians' shop, paint shop, tinsmiths', locomotive repair shop, wagon sheds and wagon machine shop. The yard itself employed hundreds of men and boys but was closed in 1986 with the decline of the Lancashire coalfield. In this book, Alan Davies tells the story of the Walkden yard and the locomotives of the Lancashire coalfield.

AP450 Great Western Railway: How it Grew £18.99

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A1022 Waterloo Station Through Time £14.99



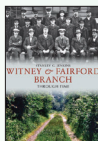
The first Waterloo Station opened in 1848 and the current building was built in 1922, after a huge rebuilding programme started in 1899. Primarily catering for suburban traffic, Waterloo is also the major station for trains to Southampton, Portsmouth and Bournemouth. Now Britain's busiest and largest station, Waterloo once served the famous boat trains, including the ones for the Titanic in April 1912. Owned by the London & South Western railway originally and first known as Waterloo Bridge Station, the name officially became the simpler Waterloo in 1886. The redevelopment was badly needed and some slum clearance took place to fit the required platforms into the new station. Close by was the London necropolis Railway station, which took coffins to Brookwood Cemetery. For a time, the station was the base for Eurostar trains and a new Crossrail project may see Waterloo connected with Euston at some point in the future. This is the story of Waterloo, from beginnings to the present day.

AP960 Waverley Route Through Time £14.99

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A1649 Witney & Fairford Branch Through Time £14.99



The Witney Railway was opened from Yarnton Junction to Witney in 1861, the first station at Witney being small terminus near the parish church. The railway was single track throughout, with intermediate stations at Eynsham and South Leigh. A little over twelve years later, in 1873, the East Gloucestershire Railway opened an extension from Witney to Fairford, and the two railways then formed a single branch line, with trains running through from Oxford to Fairford. The line was closed to passengers in 1962, but the original Witney Railway survived as a goods-only route until 1970. It was a classic rural branch line, which followed the tranquil upper Thames Valley for much of its length, serving attractive, Cotswold-style towns and villages such as Eynsham, Witney, Bampton and Lechlade.

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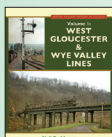
This book illustrates a time when this major city world-renowned for high quality steel and cutlery at the heart of Britain's rail network had two main line stations, three steam motive power depots, Britain's first all-electric inter-city main line and a huge marshalling yard that in its day was the most advanced in Europe. It transports us back to times when Sheffield's two distinct railway systems ran steam expresses to all parts of the country, named expresses to Scotland and Marylebone, when boat trains ran to Harwich and Liverpool, electric trains to Manchester, and Pullman trains to King's Cross, and times when a landscape of intense heavy industry spawned a daily cascade of up to 800 freight train movements rumbling and grinding their way around countless freight yards and private sidings. Apart from the many long-gone railway installations in and around Sheffield, the book features over 50 different classes of main line steam locomotives plus EM2 and EM1 electrics, diesels and industrials.

BERNARD McCALL

BMB48 Welsh Railways - a New Perspective £16.00

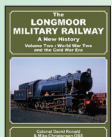
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Gloucester Central (West End) to Chepstow & Llanthony Docks; Ledbury Branch & Gloucester to Hereford & Ross to Monmouth; Monmouth to Pontypool Road & Monmouth to Chepstow. Whilst the period covered is largely 1960-65, the last years of the steam era on British Railways Western

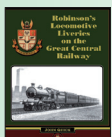
Region, the earliest pictures in this volume are some Dufaycolor slides of Tintern station taken in the 1930s. The cut-off date is the mid 1970s, when Gloucester Central station was rebuilt. The railway system of Great Britain, as it was in the 1950s and 60s, now no longer exists and very little of what is shown in these pictures still remains. This, then, is a chance to sit back and remember the railways of West Gloucestershire and the Wye Valley, in the company of some talented photographers who made it their mission to record this vanishing scene, and to enjoy an altogether simpler way of life than we have today.

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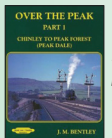
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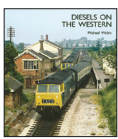
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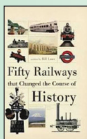
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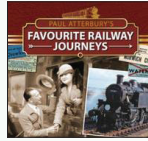
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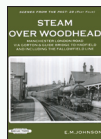
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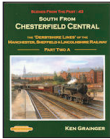
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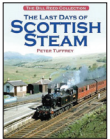
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Bill wasted no time in capturing them on their last duties. The pictures illustrate steam locomotives trundling along many of the branch lines now long gone; waiting in sleepy stations, as well as pausing on shed or dumped on scrap lines, awaiting their ultimate fate. Bill had access to most areas to take pictures and was not hampered by restrictions and regulations as he would be today. He also illustrates how labour intensive it was operating a steam loco; the vast coal hoppers and water tanks provide examples of this testimony. Locations featured include all of the Edinburgh and Glasgow sheds as well as Connel Ferry, Gleneagles, Inverurie and many more.

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In this new volume the author makes a return visit to see the line's many exciting developments, especially the huge achievement of the completion of the 'Northern Extension' project taking the railway back to East Grinstead and reconnecting the Bluebell Railway back to the National Rail network. The Bluebell Railway was originally a part of the former Lewes to East Grinstead line and when closure by British Railways loomed, a keen band of volunteers worked hard to prevent the line being consigned to history. In 1960 when the Bluebell Railway was formed, railway preservation was a new concept, making the band of volunteers pioneers of their time. Here railway photographer Matt Allen takes a photographic journey along the 11 mile Bluebell Railway, showing all the railway has to offer and - of course - the new extension to East Grinstead.

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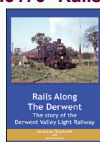
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Although more than 20 years old, the book remains as relevant today as it was when it was first published and is now being reprinted with a new chapter on the one major area of omission from the original; the arrival of Digital Control Command (DCC) which has rapidly become the standard on model railway layouts. Apart from the new section giving practical advice on implementing DCC, there is additional material on weathering and track plans and a significant number of images in the main section of the book will be replaced and updated and the usefulness of the book will be hugely increased by the introduction of colour for the first time.

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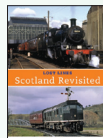
This unique new reference book is perfect for all those planning to take up a signalling role on Britain's heritage railways, and also a valuable aide memoire for existing railway signallers. The reader is given a background history of the development of railway signalling since its beginnings in the 19th century as well as practical advice on the operation of the signalling. Although the practices vary from railway to railway according to the different traditions and the variations in the equipment, the principles are followed by all. This volume also includes examples of the range of signalling to be found on the heritage railways in the UK as well as explaining the rules of signalling that are established on all railways.

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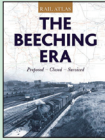
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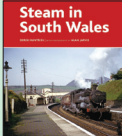
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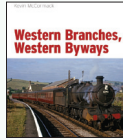
Of all the parts of the United Kingdom, South Wales was perhaps the most fiercely competitive area for the railway industry as both national companies, the Great Western, the Midland and the London & North Western, and local concerns, the Neath & Brecon and the Taff Vale, all sought to try and gain a share of the vast traffic generated annually by the coal mines of the valleys. The result of the competition between the companies was that a complex network of competing lines, often running parallel on opposite sides of the great valleys, was constructed. Much of this impressive network survived until the early 1960s when the rationalisation of the passenger network and the gradual decline of the coal industry saw many of these competing lines disappear.

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Focusing upon the lines that have remained open this book provides an illustrative history of the railway that existed until comparatively recently but which has been largely swept away by modernisation. It concentrates on the infrastructure that has been lost and shows how the surviving railway now looks very different to the one which existed only a generation ago. The book covers: Derby, Nottingham, Belper, Ripley, Langley Mill (Notts/Derbys border), Ambergate, Cromford, Matlock Bath and Matlock (all on the Midland Peak line), Buxton, the Hope Valley line, New Mills, Glossop (and Dinting, and some of the old Woodhead route), Sheffield, Whitchurch (Shropshire), Oakengates, Wellington (both Telford), Shrewsbury, Coalville (Leics.), Nuneaton, Water Orton (Birmingham suburbs), Banbury, Moreton-in-Marsh, Evesham (both Cotswolds) and Gloucester.

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From St Ives in Cornwall through to Brentford in London, from Cardigan and New Radnor in Wales to West Bay and Abbotsbury in Dorset, the Great Western Railway and its antecedents was an inveterate builder of branch lines and secondary routes. Many of these lines were often provided with only relatively limited station facilities and have proved to be highly popular prototypes for railway modellers, as they require only limited space. Kevin McCormack has gained access to a number of new photographic collections that provide stunning colour coverage, never seen before, of the ex-GWR branch and secondary lines in the late 1950s and 1960s during the last decade of primarily steam operation.

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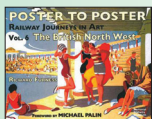
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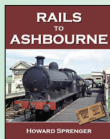
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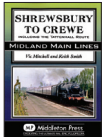


The complex lines at Lincoln and their later simplification are fully explained and illustrated. Also shown are the splendidly styled buildings, which still stand at most of the intermediate stations. A great variety of passenger and freight trains can be enjoyed.

MP881	Oswestry to Whitchurch	£16.95
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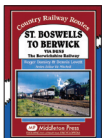
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MP679	Reading to Didcot	£16.95
MP073	Redhill to Ashford	£16.95
MP664	Return to Blaenau	£16.95
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MP884	Ruabon to Barmouth	£16.95
MP837	Rugby to Birmingham	£16.95
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M7407	Rugby to Stafford	£16.95
MP339	Salisbury to Westbury	£16.95
MP669	Saxmundham to Yarmouth	£16.95
MP447	Saxony Narrow Gauge	£16.95
MP896	Shenfield to Ipswich	£16.95
MP870	Shrewsbury to Chester	£16.95
M7448	Shrewsbury to Crewe	£16.95



Created by the London & North Western Railway, this link has carried long distance trains, notably between South Wales and Northern England. It also carried many Great Western trains and was a joint venture for decades. Thus train variety abounds herein.

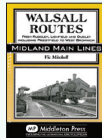
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M7422	Southern Alpine Narrow Gauge	£16.95
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MP647	Southern France Narrow Gauge	£16.95
MP408	St Albans to Bedford	£16.95
MP667	St Austell to Penzance	£16.95
M7444	St Boswells to Berwick Via Duns	£16.95



The Berwickshire Railway ran for 42 miles linking St. Boswells on the Waverley Route to Berwick on the East Coast Main Line with the cross country route diverging at Reston initially to serve Duns. The line ran through the rich agricultural area known as the Merse of Berwickshire. Despite premature closure as a through route due to flood damage in 1948, both ends lingered on for goods trains until the mid 1960s. Much of the route remains visible to this day.

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MP808	Vivarais Revisited	£16.95
M7445	Walsall Routes Rugeley/Lichfield/Dudley	£16.95



The complex group of lines was a result of competition between many railways to win the industrial traffic of the area and thus we see herein a vast number of interesting junctions. There is also a wide range of freight trains and depots, together with passenger stations of all ages.

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MP038	Waterloo to Woking	£16.95
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MP849	Welshpool to Llanfair	£16.95
MP609	Wenford Bridge to Fowey	£16.95
MP448	West Cornwall Mineral Railways	£16.95
MP308	West Croydon to Epsom	£16.95
MP493	West German Narrow Gauge Railways	£16.95
MP355	Westbury to Bath Railway	£16.95
MP676	Westbury to Taunton	£16.95
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MP844	Wolverhampton to Shrewsbury	£16.95
MP497	Worcester to Birmingham	£16.95
MP438	Worcester to Hereford	£16.95
M7447	Wrexham to New Brighton	£16.95



The initials of the Wrexham, Mold & Connah's Quay Railway gave rise to the nickname of the Wretchedly Managed & Confoundly Queer Railway, partly due to never reaching Mold and only taking freight to the Quay. The extension north also had an inappropriate name, but both lines were later admired when they became part of the Great Central Railway, although it was not central here. The changes are illustrated, in more senses than one.

MP091	Yeovil to Exeter	£16.95
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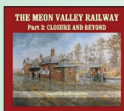
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Meon Valley Railway

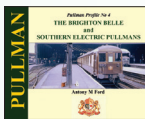
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Kevin Robertson has broken the story of the Meon Valley Railway into three volumes, each of them covering a specific time span. The third volume tells the story of the railway in its final months leading to closure, the last trains and then the

gradual decay that naturally followed. However, this is not a book full of depressing images; instead it follows how sections remained in operational use for some years afterwards and also recounts the story of the abortive preservation scheme at Droxford. The book is also alive with stories and folklore from staff and passengers alike.

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Burry Port & Gwendreath Valley Railway

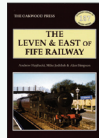
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Just 25 miles in length and built purely to provide an outlet for coal from the Somerset Coalfield, the Bristol-Frome-Radstock Line gave good service to the area until passenger service ceased in October 1959. Over 50 years later it would now be much quicker than car as a way of getting between its end points! Part of the line remains open at the Frome end to serve stone quarries, but the rest, including the Camerton branch, of Titfield Thunderbolt fame, has gone, much to the relief of Radstock residents, who had to put up with the parallel level crossings of this line, and the Somerset & Dorset, causing complete chaos on a daily basis. 240 pages, A5 softback with many black & white photos and maps.

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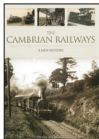
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Plymouth has a fascinating railway history having in the past been served by two main line routes to London, several stations and extensive freight yards. Even today the railway is an important part of the transport infrastructure - one of the London lines and several branch lines may have closed but there is still much to see both as the working railway and the traces of past lines. David Mitchell has come up with a wonderful mix of past images with which to contrast the present.

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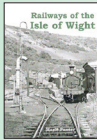
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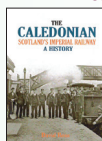
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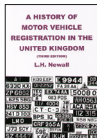
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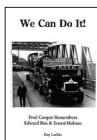
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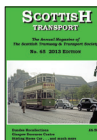
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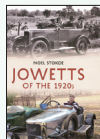
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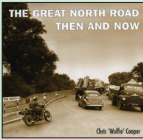
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Visions author David Maxey has produced this full colour calendar featuring 12 images of modern London bus operations across the city (yes I know there's a Routemaster in here as well as the new Boris bus - they get everywhere).

VCH14 2014 London Heritage Calendar £8.95



This calendar has twelve high quality photos printed on 250 gsm gloss white paper with a laminated cover. A4 size (A3 when opened). wire bound Chromacard backing. Limited edition.

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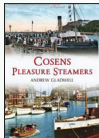
A1360 A Year in the Life of P&O Cruises Fleet £19.99



For most cruisers, a week or fortnight aboard a cruise ship gives them a flavour of many different ports, often in different countries, while staying aboard a floating resort. But, behind the scenes, all of the services

expected of a small city are provided to ensure there are light and power, food and drink, propulsion, washing, sewage, waste disposal and laundry as well as a myriad of other services and functions that ensure the ship gets to its destinations on time. So, how does it work? What really happens behind the scenes? The authors have been given unprecedented access to the 7 ships of the fleet and they go into the planning and execution of a year's travel aboard a P&O Cruises ship, starting with the planning two years ahead to ensure itineraries are in place, berths are booked at destinations and that brochures are ready, before they look at the ship itself, covering everything you would expect to see on a normal cruise, as well as all of the behind the scenes activities that make a P&O Cruise.

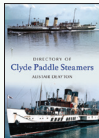
A1450 Cosens Pleasure Steamers £14.99



Embassy, Consul, Majestic and Emperor of India were just some of the paddle steamers of the Weymouth, Bournemouth & Swanage Steam Packet Company. Sailing from the three Dorset towns, the paddle steamers saw much service in the summer months, before being laid up for repair and overhaul each

winter in Weymouth. The company was founded in the 1850s and soon became the biggest employer in Weymouth, operating numerous pleasure steamers out of the harbour in the town. From Lulworth Cove to the piers at Swanage and Bournemouth, as well as round the Isle of Wight, the steamers were a common sight, in competition with the Red Funnel steamers of Southampton. Cosens' ships were used during both wars, and the company was bought over by Red Funnel in 1946, with their last voyages being in 1966. The company's engineering base had been kept on and went into receivership in 1996.

A1487 Directory of Clyde Steamers £19.99



In 1812, the first paddle steamer to sail in European coastal waters made its first journey between Glasgow and Greenock. No longer was man restricted to sail, but steam had shown the way. Since then, over 400 paddle steamers have plied the waters of the Clyde.

For the first time, a truly definitive record of the Clyde paddlers has been produced. Alistair Deayton has used contemporary records from the Clyde Trustees, as well as the steamship operators and the shipyards to produce a book detailing every one of the Clyde steamers from 1812 to the last survivors. From Bell's Comet of 1812 to the preserved Waverley of today, he records every paddler that carried a fare-paying passenger on the upper and lower Clyde, illustrating many of the vessels using rare images, some dating back to the dawn of photography itself.

A1937 Turbine Excursion Steamers - A History £19.99



Ships of the Isle of Man Steam Packet, Williamson-Buchanan, Caledonian Steam Packet, General Steam Navigation Co., David MacBrayne and the Liverpool & North Wales Steam Ship Co. are covered in depth in this new book, which tells the story of the turbine excursion steamer over the century and a bit since the first revolutionary turbine pleasure steamer made its maiden voyage on the Clyde at the dawn of the Edwardian era.

All these books available now. To order phone 01457 861508

A1428 Isle of Man Steam Packet Through Time £14.99



The Isle of Man Steam Packet Co. has been the lifeline to the Isle of Man since 1830, providing passenger and freight services for the island. The ships were primarily paddle steamers but screw steamers took over in the early twentieth century and dominated the Irish Sea until the advent of seacats. Designed for the worst that nature could throw at them, the steam packets were rugged and dependable but disaster struck the Ellen Vannin in 1909 and she was sunk after being broadsided by a huge wave. The ships saw service during both wars and IOMSP vessels carried some one in fourteen of all the soldiers rescued at Dunkirk. In 1962, the first ro-ro ferries were introduced and by the late 1990s catamarans were on the sailings, offering a huge increase in speed over the more traditional diesel ferries. After numerous changes of owners in the last two decades, the IOMSP continues to dominate the Irish Sea routes to the Isle of Man, despite the competition from air transport.

A8285 Thames Shipping in the 1960s and 1970s £14.99



For those old enough to remember the glory days of Thames shipping, this book will evoke memories of the days before container boats and when the dock system was a sea of masts and funnels, rather than housing, offices and even an airport. With nostalgic views of the Pool of London, ships being repaired in the numerous dry docks, all of the docks, some of the creeks, it sets out to show the docks at the peak of their importance before the long decline of the 1970s and 1980s and wholesale redevelopment of the London Docklands and the banks of the Thames

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- A1073 West Midlands Canals Through Time £14.99**

BERNARD MCCALL

BMB61 Bristol Port and Channel Nostalgia £16.00



This book is a pictorial record of some of the ships seen from the 1960s to the 1980s by which time the trade of Bristol Port began to decline. The ships range from those owned locally to those owned by well known British lines and including a variety of foreign operators. Histories of the ships and their owners are provided together with information on the trading which had brought them to the port.

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- BMB29 Mersey Shipping Memories £15.00**
- BMB44 Ocean Freighter Finale £16.00**
- BMB11 Tugs in Colour UK £14.00**

BMB60 Modern Mersey Shipping £16.00



The classic cargo liners have long since disappeared from the River Mersey but the river still holds a huge amount of maritime interest. Cruise liners now visit the port regularly and large bulk carriers import cargoes such as grain, coal and steel. Piles of scrap awaiting export now line quaysides where transit sheds used to hold cotton, tea and other traditional cargoes. The river sees an increasing number of specialised vehicles serving the rigs and wind farms which have appeared in the Irish Sea over the last decade. The book features this wide variety of shipping along with tugs and workboats and the ferries which serve the Isle of Man and Ireland.

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Known to the Irish simply as The B&I, the rival to the British-operated Sealink had its operations steeped in history, linking right back to 1823 and the City of Dublin Steam Packet Company. It is against this backdrop that Irish Ferries continues to thrive, linking

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Following an unprecedented period of industrial unrest and accumulating financial losses, the State-owned ferry company SeaFrance was finally liquidated by the Paris courts in January 2012. This book traces the

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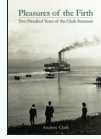
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The culmination of many years of collecting and research by steamer dreamer and Financial Times journalist Andrew Clark this is destined to be the definitive book on Clyde steamers. Printed in full colour throughout two thirds of the illustrations are published here for the first time. Also includes a fully-revised fleet list spanning the last 200 years.

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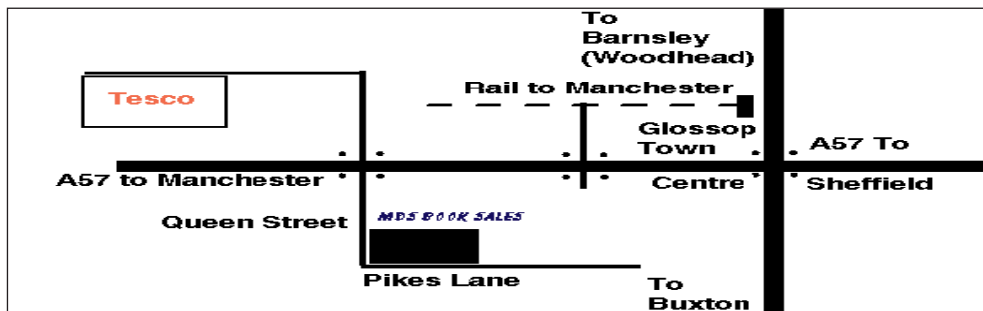
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